

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## YARNS.

### XII.

#### A DAY IN OLD GREENWICH.

"Cavendish sailed up the Thames with marines and soldiers clothed in silk, with sails of damask and topsails of cloth of gold, and the richest prize that was ever brought at one time to the English shores."

Oh, he was a brave sea Captain,  
That had sailed around the world,  
And the sails that day fast stowed away  
Had in many a gale been furred.  
There were heaps and heaps of treasure,  
Ingots of Spanish gold,  
And gems of price, and fragrant spice,  
Fast hoarded in the hold.

Proud trod the brave sea Captain,  
His decks as white as milk,  
And the very sails from his costliest bales  
That day were made of silk.  
The Captain was clad in velvet,  
And his cutlass hilt shone fair,  
And the common men in triumph then  
Strewed gold dust in their hair.

There were bright eyes gleaming brighter  
For the tears unshed that day,  
And an honoured head grown whiter  
For the years that had passed away.  
Little recked they of the treasure  
Or the honours he had won,  
For the lady craves a lover brave,  
And the mother waits a son.

Down stepped Queen Bess to greet them,  
On a rough uneven way—  
One who forth sprung and his cloak down flung

Hath his fortune made that day—  
Loud was the joyful cheering,  
Bright was the smile of the Queen,  
But the Captain sought and dearer thought  
Far humbler smiles I ween.

Fair was the lordly pageant  
The silver Thames rolled fair,  
Lusty and loud the joyous crowd  
Flung welcomes on the air,  
Gallant the Captain's bearing,  
As his colours held in hand  
He was dubbed a knight in all men's sight

When he put his foot to land.

But there's somewhat prouder than triumph,

There's somewhat richer than spoil,  
Dearer than safety when peril's past,  
Or than rest is after toil.

This the sea Captain tasteth,  
With his mother by his side,  
And his arm enlaced round the slender waist

Of his own affianced bride.

### XIII.

#### THE MYSTERIOUS MASTER.

I am reminded of an experience of my own by the following notes which I find in the columns of *Fairplay* :—

"A steamer sailing under the British flag has, as its chief engineer, a foreigner who does not possess a British certificate, and who does not even hold a foreign one. The rest of the engineers, with the exception of one, are likewise foreigners. The second engineer is the exception referred to, and he is an Englishman; he holds a certificate competent to clear the ship. To the eye of the Board of Trade this man is the 'chief,' and responsible as such. As a matter of fact he is only the bogus chief to serve the owner's purposes; so that while he is responsible to the authorities, he has to act under the orders of his superior, the actual—foreign and uncertificated—chief engineer. If the chief engineer, the uncertificated foreigner, should get the ship into a mess, the 'second,' the Englishman, would have to stand the racket of it. This is a pretty arrangement. To make matters worse, not one of the foreigners in question can speak English. This is about as serious a muddle as could well be arranged, even if it were set about deliberately. The owners, no doubt, save money by employing cheap foreigners, and they only have the Englishman as 'second' in order to figure-head the engine-room and blind the Barnacles. In a word, the double game pays. Now here is a case in which foreigners are being introduced to our steam service to serve the narrowest ends of selfish economy; not because of any incompetency or immorality on the part of our own men. Apart from the question of burking regulations, there comes the other question, is this steamer seaworthy?"

So much for *Fairplay*. Now for my own experience. Some 20 years ago I was third mate of a foreign-going ship, the master of which I had first met at a Liverpool hotel where he called himself, and was called, Captain. He was a genial man and we got on well together till we were out at sea, when I found that he was not a practical seaman in some respects. He could handle a ship as well as any man I ever knew, but I don't believe he could tie a reef knot, and I know he could not splice, nor steer, nor heave the lead. He could load a ship—getting a good freight, too—he could sail her, he could navigate her, but that was all. There were plenty of good provisions aboard and as much grog as was good for a man, and the ship had a capital crew. All hands liked the Skipper. Yet the

Skipper was a mystery to all of us except the carpenter, who was a decrepit old man, whose work was done by a carpenter's mate, the carpenter himself spending most of his time in smoking and drinking rum, of which he seemed to have a treble allowance. The rest of his time he devoted to cursing the carpenter's mate, and—especially in bad weather—crossing himself and offering to the Virgin

Prayers that were not so much petitions. As overtures and propositions, of the most detailed and explicit character. Indeed, they used to strike me as most irreverent. As this curious old card lived in the cabin I saw a good deal of him, and I noticed that he often treated the Skipper as a mere child. As the carpenter was invariably engaged in swearing when he was sober and praying when he was drunk (which, to do the rum justice, he always was after dinner), it was difficult to get any information from him, beyond vague hints that he was a far more important man than we supposed. On the passage home we had a collision and lost the ship, and I happened to be in charge of one of the boats that reached the Irish coast. I was in my bunk, asleep, at the time of the collision, and that I managed to get the chaps belonging to my watch into a boat and clear of the ship at all was a miracle. It was equally a cause for congratulation that I managed to reach land alive. Out of nine men in the boat only four were living when we landed. Two of the four died within a week from the effects of hunger and exposure, and the third man died within a year, as he never properly recovered. I am the only survivor of that boat's crew, I suppose because I was the youngest and strongest. It was while I was recovering from that five days' and six nights' starvation and exposure that I found out all about the skipper. I lodged with a man who had a shop and a bevy of lovely daughters with Irish blue eyes—Irish blue eyes are different from any other blue eyes. One of these girls (to adapt Coleridge to the situation)

"Loved me for the dangers I had passed,  
And I loved her that she did pity them"

(and that she was so pretty and kind). In fact I love all the lovely girls, and it being impossible to have so many wives, even if they would have me, I have become a grey-haired bachelor. To return, however, to this particular charmer. Her father and I became friendly, and from him I learned the truth about my late Skipper. He—the Skipper—had begun life as a grocer's apprentice, had developed into a super cargo, and subsequently into

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part owner of a ship. In the capacity of supercargo he had made several voyages and had mastered navigation. Having become part owner he determined to be Skipper. He knew an old man who, having been master of a coaster when the Merchant Shipping Act came into force, got a certificate of service. The poor old man was nearly blind and quite past work. But the nautical grocer got hold of him, engaged him as master, and used him and his certificate to clear the ship, representing him to all hands as the carpenter. To all other intents and purposes the grocer was the captain. It will thus be seen that *Fairplay's* yarn has its parallel. I ought to add that I never heard of our Skipper having been saved, while as for old "chips" he went down with the ship—because he was drunk.

## XIV.

## THE MERMAID OF ZENNOR.

By A. W.

Down by Zennor the waves were white  
With the western gale that had blown  
all night.  
Heaped on the sand as the tide went  
down  
Were the wreaths of tangle and oar-  
weed brown.  
Penwith of Penwith stood on the strand—  
Red broke the dawn on the Cornish land.  
White and golden there out in the bay—  
What lies on the reef where the breakers  
play?  
It is not the foam of the surges white  
Nor the brown sea tangle that ripples so  
bright.  
The sun on the water flashed crimsonly;  
It blinded his eyes that he could not see.  
But it seemed to him that he did hear  
A wild voice ringing out sweet and clear,  
A woman's voice o'er the sunlit sea,—  
And all that she sang was "Come to  
me."  
Penwith of Penwith stood on the strand,  
The comeliest lad in the Cornish land,—  
And but for a moment he was aware  
Of a white, white woman with golden  
hair.  
And laughing lips, and eyes that could  
win  
Men's souls from them, for sweetness  
therein.  
"Come," she sang, and beckoned to  
greet:—  
The foam was hissing about his feet—  
First to ankle and then to knee,  
Deeper and deeper into the sea.  
And her eyes, and her voice, and her long  
hair's flow,  
They drew him, and would not let him  
go,  
Away and away from Zennor shore;—  
And Penwith of Penwith came back no  
more.

TESTIMONIAL TO A FIREMAN.—A committee has been formed at Paddington for the purpose of raising a testimonial in recognition of the services rendered by Engineer Penfold, who has just been awarded a full pension by the Metropolitan Board of Works on his retirement from the Metropolitan Fire Brigade. After more than 25 years' service, he is now incapacitated by ill-health, arising from injuries received whilst in the execution of his duty.

## PASSED EXAMINATIONS.

Return of Masters, Mates, and Engineers reported to have passed examinations under the provisions of the Merchant Shipping Acts of 1854 and 1862, and to whom Certificates have been issued during the week ending August 4th, 1888.

NOTE.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Crook, T. W.	2 M	London
Watson, D. J.	2 M	London
Bean, E. J.	2 M	London
Oldfield, R. F. A.	2 M	London
Bussey, A. E.	2 M	London
Johnson, H. W.	2 M	London
Hildyard, W.	2 M	London
Smith, G. N.	2 M	London
Llewellyn, E. A.	2 M	London
Mathias, M.	2 M	London
McPhail, A. D.	O C	London
Holman, H. W. L.	1 M	London
Kiddle, H. C.	1 M ss	London
Pitman, J. D.	1 M	London
Jackson, R. G.	1 M	London
Bedwell, A.	1 M	London
Irvine, W. R. D.	O M	London
Girling, G. W.	2 M	London
Dixon, W.	2 M	London
Stevens, H. E.	2 M	London
Gibson, D. H.	2 M	London
Potter, H. W.	2 M	London
Solifleet, C. G.	2 M	London
Graves, C.	2 M	London
Heard, R. E.	2 M ss	London
Cardigan, T.	O C	London
Webber, R. W.	O C	London
Sanderson, G. V. A.	O C	London
Gray, J. T.	1 M	London
Legh, A. E.	1 M	London
Charles, A. H.	1 M	London
Taylor, E. J.	1 M	London
Bright, F.	1 M	London
Raeburn, K.	1 M	Swansea
Taylor, G. B.	2 M	Leith
Airth, T.	1 M	Leith
Wilson, W.	1 M	Leith
Hoben, P.	2 M	Sndrland.
Marshall, C. W.	2 M	Sndrland.
Strickland, W. H.	2 M	Sndrland.
Boys, W.	O C	Sndrland.
Rundle, W. M.	O C	Sndrland.
Grant, D.	2 M	Sndrland.
English, R. J.	M ss	Bristol
Jones, J. W.	1 M	Newport
Kerbyson, A.	2 M	Belfast
Truman, J. W.	2 M	Hull
Allnutt, G. W.	2 M	Hull
Bradstreet, T. E.	2 M	Hull
Williams, W. T.	O M	Hull
Banham, J. T.	O C	Hull
Procter, W.	O C	Hull
Stockman, W. W.	O C	Hull
Sherrington, T. S. A.	1 M	Hull
Dean, T.	1 M	Hull
Thompson, H.	O C	Liverpool
Jones, D.	O C	Liverpool
Prowse, J. A.	O C	Liverpool
Hughes, A. E.	2 M	Liverpool
Riley, A. T.	2 M	Liverpool
Sumner, R. W.	1 M	Liverpool
Wainwright, A. J. G.	1 M	Liverpool
McLaren, J.	1 M	Liverpool
Patrickson, A.	1 M	Liverpool
Bennett, T.	1 M	Liverpool
Stewart, R.	1 M	Liverpool
Mowatt, D.	2 M	Liverpool
Addison, C.	2 M	Dundee
Gibson, J. D.	O C	Dundee
Beynon, C. R.	O C	Dundee
Walker, R. T.	O C	Dundee
Bell, J. W.	O C	Dundee
Smith, J.	1 M	S. Shields
Clyde, A.	1 M	S. Shields
Hector, R.	1 M	S. Shields
Smith, C. C.	1 M	Glasgow
	1 M	Glasgow

## HOME TRADE.

## ENGINEERS.

NOTE.—Ex. 1 C., denotes Extra First Class; 1 C., First Class; 2 C., Second Class.

Name.	Class.	Port of Examination.
Rundle, H. P.	2	Cardiff
Spencer, G. L.	2	Cardiff
Stephens, M.	2	Cardiff

Candiotis, M.	2	Cardiff
Phillips, M.	2	Cardiff
Williams, E.	2	Cardiff
Parfitt, A. E.	2	Cardiff
Williams, T.	2	Cardiff
Johnston, G.	2	Cardiff
Abbott, D.	2	Cardiff
Manderson, C.	2	Cardiff
McCallum, J. A.	1	Cardiff
Thomas, J.	1	Cardiff
Morgan, W.	1	Cardiff
Lister, A.	1	Cardiff
Speedy, J. C.	1	Cardiff
Henry, W. P.	2	N. Shields
Leask, R.	2	N. Shields
Cahill, P. J.	2	N. Shields
Fitzmaurice, C. H.	2	N. Shields
Allan, C.	2	Liverpool
Sampson, H.	1	Liverpool
Cain, J.	1	Liverpool
Hutchison, H.	1	Liverpool
Garrett, W. L.	1	Liverpool
Foord, J. C.	1	Liverpool
Richmond, G. J.	2	Liverpool
Fairlie, T. F.	2	London
Tate, E. C.	1	London
Watson, R.	1	London
Gallacher, J.	1	Glasgow
Mackie, J.	1	Glasgow
Thomson, J.	1	Glasgow
Bruce, R. G.	1	Glasgow
Rutherford, R.	1	Glasgow
McFarlane, J. G.	2	Glasgow
Gourlay, J.	1	Glasgow

ROBERT JACKSON,  
Registrar General.

General Register and Record Office  
of Shipping and Seamen,  
Custom House,  
London, E.C.  
August 4th, 1888.

GENERAL SHERIDAN died at Nonquit, Massachusetts, on Sunday night.

JOHN JACKSON was executed on Tuesday last at Strangeways Gaol, Manchester, for the murder of Webb, a warder of the prison.

THE Lord Mayor has opened a subscription for the sufferers by the recent floods in Poplar.

LLOYD'S Signal Stations Bill, after having passed the House of Lords, has been read a second time in the House of Commons and referred to a Select Committee.

It is reported from The Hague that the First Chamber of the States General ratified the North Sea Liquor Traffic Convention and passed the Bill extending Netherlands Bank charter for 15 years.

CHARGE OF MURDER AT SEA.—On the arrival of the National Line steamship *Erin* at Gravesend last Sunday afternoon she was boarded by Detective-sergeant White, of the Criminal Investigation Department, and he arrested Patrick Kelly, who is charged with murdering two of his shipmates, John Chapman and John Parry, on July 9th last, while the vessel was on her outward passage to New York. Detective White conveyed his prisoner to Bow-street, where he was next day charged and remanded.

ROYAL NATIONAL LIFEBOAT INSTITUTION. —At the recent meeting of this institution, held at its house, in John-street, Adelphi, Sir Edward Birkbeck, Bart., M.P., was in the chair. Rewards amounting to £101 were granted to the crews of lifeboats of the institution for services rendered during the past month. The Portrush lifeboat rendered assistance to the distressed brigantine *Sunshine*, of St. John, N.B.; the Dunwich lifeboat assisted to save the schooner *Leeds*, of Goole, her crew of five persons and the master's wife, after the vessel had been seriously damaged by collision with another ship; and the Barmouth lifeboat saved the yacht *Petrel*, of Barmouth, with two men on board, which was in danger during a strong S.E. gale. A reward was also granted to the crew of a shore boat for saving three persons whose boat had been capsized in Carlingford Lough. Payments amounting to £2,171 were ordered to be made on the 293 lifeboat establishments of the institution. Among the contributions recently received were £1,000 from Mrs. Stoker, of Hull, towards the cost of the Littlehampton and Blyth new lifeboats; £700 from the Huddersfield new lifeboat, recently placed at Hasborough; £75 annual subscription from Mr. E. F. White and Miss White; and £13, Reports having been read from the district inspectors on their recent visits to lifeboat stations, the proceedings terminated.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON.—The rates here are :—

MEDITERRANEAN AND CONTINENT :—

A.B. ... ..	£3 10s.	per month.
Firemen ... ..	£3 15s.	"
A.B. ... ..	£1 5s. to £1 8s.	per week.
Firemen ... ..	£1 5s. to £1 8s.	"

NEW YORK :—

A.B. ... ..	£3 0s.	per month.
Firemen ... ..	£3 15s.	"
Trimmers ... ..	£3 5s.	"

CAPE OF GOOD HOPE and NATAL :—

A.B. ... ..	£3 10s.	per month.
Firemen ... ..	£4 0s.	"

AUSTRALIA :—

A.B. ... ..	£3 10s.	per month.
Firemen ... ..	£3 15s.	"

CHINA AND INDIA :—

A.B. ... ..	£3 10s.	per month.
Firemen ... ..	£3 15s. and £4	"

SAILING SHIPS (to all parts of the World).

A.B. ... ..	£2 10s.	per month.
O.S. ... ..	£1 10s. to £2	"

LIVERPOOL.—The following are the rates ruling here for the places named :—

Steamers.		Sailing Ships.	
Calcutta, East	3 0 0	Sailors	2 10 0
India ... ..	3 10 0	Firemen	"
Australia, South	3 10 0	"	"
Africa ... ..	3 10 0	"	"
China, Brazil	2 15 0	Seamen	"
West Indies ... ..	3 10 0	Firemen	"
United States and	3 10 0	Seamen	For Cargo Boats
Canada ... ..	4 0 0	Firemen	"
" ... ..	4 0 0	Seamen	Mail Boats
" ... ..	4 10 0	Firemen	"
Mediterranean ...	3 0 0	Seamen	"
" ... ..	3 10 0	Firemen	"
Baltic ... ..	3 5 0	Seamen	"
" ... ..	3 15 0	Firemen	"
San Francisco,			
Valparaiso, S.			2 10 0
America, Oregon			2 10 0
St. John, N.B. ...	2 10 0	Seamen	"
West Africa ... ..	3 0 0	Trimmers	"
" ... ..	3 10 0	Firemen	"
Galveston ... ..	3 5 0	Seamen	"
" ... ..	3 15 0	Firemen	"
Valparaiso ... ..	3 0 0	Seamen	Pacific Co.'s
" ... ..	4 0 0	Firemen	Mail Steamers.
Cape de Verdes ...	3 0 0	Seamen	"
" ... ..	3 15 0	Firemen	"

LEITH :—The wages here are :—

Steamers, home and foreign, Seamen £3 10s., Firemen £3 15s.—Sailing ships, Seamen £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—

Sailing ships to Quebec, £3 and £2 15s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. Steam, seamen £3; steam, firemen, £3 10s.; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND :—The rates here are :—

Steamers, £3 15s. 0d. Seamen. Steamers, £4 Firemen.

S. SHIELDS :—Wages here :—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. 0d. Seamen; weekly wages, £1 8s. 0d. Seamen (finding own food).

NEWCASTLE-ON-TYNE :—Wages :—

Steamers, £3 10s. 0d. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. 0d. Seamen; weekly wages, £1 8s. 0d. Seamen (finding own food).

HULL :—Wages here :—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week. Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool, 25s., either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL.—The rates here are :—

	Per Month	£	s.	d.
Sailing ships for Able Seamen ... ..	2	15	0	
Sailing ships for Ordinary Seamen ... ..	2	0	0	
Steam ships for Able Seamen ... ..	3	10	0	
Steam ships for Firemen ... ..	4	0	0	

We extract the following from the Portland (Or.) Journal of Commerce :—On American ships higher wages are paid the sailors than on any others, besides the food being of a far superior character, and as this is a fact pretty well known among the seafaring population of Europe, it would not be difficult to obtain experienced mariners for the American mercantile fleet, whenever it may revive from its present lethargy. France and Germany are substantially subsidising various lines of steamers to different parts of the world, in order to give their shipping business a good start, for no nation has been able to be successful in securing a good share of sea transportation without having been subsidised in some way or other at the start, and if the surplus in our National Treasury vaults at Washington cannot be utilised in any satisfactory manner, why not imitate the example of other countries, and subsidise American lines in one or two directions, say to the Orient, England, and Germany, so as to enable the present rate of salaries and wages to be maintained on board of ship, and at the same time the freight and passenger rates to be no higher than at present? We do not go so far as to advocate this plan, but merely suggest that it is one way of lessening our enormous surplus, although there are many other methods superior to this. We append below tables showing the difference between wages paid to our sailors and those received by those of several other nationalities, from which it will be seen that ours are nearly twice as high in most instances, whilst those paid on the English Atlantic lines about equal those paid on this coast.

SEAMEN'S WAGES.

	DOL.
Germany ... ..	10.12
Norway and Sweden ... ..	10.33
Russia ... ..	10.70
Denmark ... ..	10.94
Spain ... ..	13.62
England ... ..	14.59
England Atlantic Voyages ... ..	19.46
United States Atlantic Coast ... ..	18.00
Pacific Coast ... ..	20.00

Cost of daily maintenance per man.

	CENTS.
Norway and Sweden ... ..	23
Denmark ... ..	25
Russia ... ..	28
England ... ..	29
Spain ... ..	30
Germany ... ..	36

AT Folkestone Jean Dainsel, master of the French fishing lugger *St Pierre*, of Boulogne, has been fined £20 for fishing in British waters. Dainsel was convicted of a similar offence only the previous week.

THE WRECK REGISTER.—The abstracts of the Wreck Register for the year ended on June 30th, 1888, show that there were no fewer than 3,596 vessels which met with accidents on the coasts of the United Kingdom during that period—a number less by 168 than the cases of the year preceding. The lives lost were 396, as compared with 478 in the year before. The decrease may fairly be attributed partly to the efforts of the lifeboat service, and to other life saving appliances, and partly to the improved construction of vessels, and to the development of education and of temperance principles among the crews. The proportion of vessels involved in collision (1,232) was unusually large; while there was a considerable increase in the number of total losses and serious casualties, the former having increased from 291 to 310, and the latter from 528 to 651, the minor casualties having fallen from 1,571 to 1,403. Of the total 3,596 casualties, 3,284 befell British and colonial ships and steamers, and 312 foreign vessels. Of the 396 lives lost, 340 were from British and colonial vessels and 56 from foreign ships; 45 perished in foundered vessels, 91 in collisions, 112 in stranded vessels, and 88 in missing vessels; the remaining 60 perished in various ways, such as explosions, being washed overboard, &c. The total number of lives lost on our shores from shipwrecks in the last 30 years was 22,191; but, appalling as this total is, in the same period as many as 22,500 were saved through the instrumentality of the Royal National Lifeboat Institution, so that the number of lives saved by this means alone was in excess of those lost. Up to December 31st last the institution had been instrumental in rescuing, since its establishment in 1824, 33,243 persons.

HOTEL DIRECTORY.

**A**BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

**B**ATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.

E. ASHCROFT, Proprietress.

**B**ATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

**B**IRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

T. J. CHAPMAN, Manager.

**B**IRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor

(late North Western Hotel, Stafford).

**B**RIGHTON.—HAXELL'S MARINE HOTEL.

By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors on pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not on pension, Apartments, 2s. 6d.; Drawing Room and Bedroom, en suite, 8s. 6d.; 10s. 6d.; 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

**B**RISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mail.

F. BAILEY, Manager.

**B**RISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

T. WESTWORTH, Manager.

**B**RISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge, Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

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## IN THE DOG WATCH.

BY ALL HANDS.

It is pleasing to note that among the recommendations which the Select Committee on the Navy Estimates have agreed to include in their report is one for the establishment of a dry dock at Bombay, a project which in the interests of the navy has for several years been pressed upon the attention of the Admiralty. Let us hope that the Government will have the pluck to insist on this necessary expenditure.

"Recent investigations by Lieutenant Pillsbury, U.S.N., commanding the coast survey steamship *Blake*, have developed the important fact that the Gulf Stream is subject to lunar influence." So a contemporary gravely remarks, as if a startling discovery had been made. Lunar influence is evidently not confined to the Gulf Stream or the tides, especially when the moon is full. The United States Division of Marine Meteorology, in connection with which the *Blake* is employed, is, however, doing valuable work. It is stated that this work is to be continued, and the *Blake* will be brought up in the equatorial current off the coasts of South America and the West India Islands for that purpose.

The Belfast Sailors' Home appears to be in a flourishing condition, judging from the annual report of that institution, which somebody has been kind enough to send us. The credit for this satisfactory state of things is attributed by those who ought to know to the able superintendence of Mr. and Mrs. M. Keown, the master and mistress of that establishment. Last winter shipwrecked sailors turned up there almost every day, so that Mr. and Mrs. M. Keown apparently had enough to do, and ought to be gratefully remembered for their attention by many a stranded shellback.

According to advices from San Francisco, a strike is imminent among the coast seamen. The shipowners have held a meeting and decided to reduce the wages 5dol. all round, thus bringing them down to 30dol. a month on coasting trips, and 25dol. a month to the Islands. The wages before were 35dol. a month coasting and 30dol. a month to the Islands. The Union has refused to allow men to ship at that rate, and as a consequence there are many fine vessels laid up. Non-union men were scarce, but the option was presented to the Union men of accepting the reduction or striking. It is evident from this intelligence that the Coast Seamen's Union is an organisation that owners and skippers must reckon with in 'Frisco. The fact that the Union has a weekly newspaper of its own is further evidence of its power.

Referring to the yarn headed "Love's Young Dream," in last week's SEAFARING, a correspondent writes to us from Liverpool asserting that "It is nonsense to say that a chemist's apprentice could have been appointed surgeon of a brig without being a duly qualified surgeon." If our Liverpool friend will visit Dundee or Peterhead and interview men who have been engaged in the whalers or sealers

belonging to those ports, he will find that it is the custom to employ raw medical students and occasionally chemist's apprentices as surgeons of such craft. It is only when a vessel carries a certain number of passengers that care is taken to have a duly qualified surgeon. When she only carries seamen almost anyone is considered good enough to doctor them. What has the Board of Trade to say to this?

If only for the sake of getting a glimpse of the charming scenery in its neighbourhood, the Alexandra Palace, near London, is not a bad place to visit. Just at present "lifeboats and other life-saving apparatus" are being exhibited there, and it would appear from the show that the problem of providing a practicable steam lifeboat has at last been solved. Sailors ashore in London will find the exhibition well worth a visit. Including return fare from Aldgate, it will not cost more than a couple of shillings, and it will instruct as well as amuse them.

Only citizens of the United States can command American ships. There Brother Jonathan differs from John Bull, who lets foreigners be masters of his ships. In the event of war John may find himself mistaken. Meanwhile a good many people must sympathise with the protest which has lately been made at Philadelphia by several masters of British steamers. These officers complain that while many masters holding British certificates cannot obtain employment, many British steamers, trading between the United States and West Indian ports, are commanded by men who have not Board of Trade certificates. This is hard lines, but it is quite in accordance with British law. A British ship must have a master with a certificate when she clears from a British port, but she may trade between foreign ports with any lubber for a skipper.

"Queenstown to New York in five days." Such is the performance promised by the Fairfield Company for a new steamer which they are to build. At the Glasgow Exhibition is shown a model of the promised wonder, and on a plate affixed to the stand, visitors are told that the dimensions are: Length, 560ft.; breadth, 63ft.; depth, 53ft.; with a tonnage of 11,500 tons. She has accommodation for 1,000 first-class, a few second, and a large number of third-class passengers. She is divided internally by 17 watertight bulkheads. There are four funnels for 12 boilers, placed in four watertight compartments. The vessel will be propelled by twin screws, but the power of the engines is not given. On the same inscription it is stated that the voyage from Queenstown to New York is to be made in five days.

According to a contemporary "there is an old sailor living at Milton-next-Sittingbourne who was born in 1789, and who as a boy sat on Nelson's knee. He describes the late Admiral as having been 'a funny little man,' which reminds one somewhat of a lately deceased French actor, who remembered Napoleon as *un petit homme gros, pas distingue du tout*."

*Apr*opos of the *Victory*, of which we spoke last week, the last of those who fought aboard her died more than 10 years ago. The *Newcastle Daily Journal* for November 15th, 1876, thus records the event:—"There died at Dundee, on Monday, Mr. James Chapman, the last survivor of those who fought on board the *Victory*, under Lord Nelson, at the battle of Trafalgar, on October 21st, 1805. Mr. Chapman was in his 92nd year. He was discharged at the peace of 1814. Although frequently in action he was never wounded, and he had no pension."

After the direful experiences of the past week the inhabitants of such of our Northern seaports as are still in existence have naturally been in a state of very considerable alarm. "Our turn next!" is the shivering burghers' thought. There is, however, one notable and gallant exception. "Irvine," we learn, "with its triple line of defence in the bar, the battery, and the fumes of the chemical works, appears likely to enjoy immunity from attack." There is something slightly Chinese in the idea of a community's confiding in its (literal) evil odour as a means of repelling the invader. Possibly, however, there may be a touch of satire here at the expense of some of our obsolete warships.

The exploits of H.M. ships *Calypso* and *Spider*, which have been destroying shipping in the Firth of Clyde and laying Scotch seaports in ruins, have an important bearing upon some remarks recently made in these columns on the subject of our coast defences. Apart from the large sums in specie "requisitioned" by the captains of the two vessels named, the damage supposed to be done must be estimated at hundreds of thousands—possibly millions of pounds, and had the warfare been real, instead of mimic, the sacrifice of life would have been appalling. It may be said that, had war actually broken out between Great Britain and some foreign Power, measures would have been adopted which would have rendered such exploits as those referred to all but impossible. That may be so; but, at the same time, it is to be hoped that the very practical lessons inculcated by the *Calypso* and *Spider* will not be forgotten or ignored.

*Apr*opos, the "unco' guid" of Greenock and Rothesay are terribly scandalised by the fact of the bombardments having taken place on a Sunday. They could have borne the outrage on any day of the week other than the first. "Playing at war is all very well on week-days," writes one stern Sabbatarian, "but to indulge in such games on the sacred Day of Rest is a gross violation of God's holy law." It does not seem to have suggested itself to this worthy man that the object of "such games" is to arouse the country to the necessity of protecting itself against the incursions of those who would not "play at war," but would wage it in deadly earnest. The commander of an enemy's ship would be very likely indeed to select Sunday for the bombardment of one of our peaceful seaports, and it is just possible that the mimic cannonade that disturbed the "douce" Greenockians in

their pews may go far towards rendering impossible the conversion of some future Day of Rest into one of hideous ruin, slaughter, and lamentation.

The moment when our modern tars were engaged in mimic warfare was an appropriate one for the unveiling, in Sunderland Churchyard, of a memorial tombstone which has been erected in honour of a gallant tar of the olden time. That hero was Jack Crawford, the seaman who nailed Admiral Duncan's flag to the mast of the *Venerable*, at the battle of Camperdown in 1797, when the Dutch fleet was almost annihilated. The unveiling ceremony was witnessed by a very large number of persons, including seamen of the Royal Navy, Royal Naval Reserve, and merchant service, and seems to have been deeply impressive. Bravo, Jack Crawford! And may Britons ever be as ready as you were to nail their colours to the mast—whether literally or metaphorically—in a good cause!

If it be true, as a contemporary states, that Mr. W. Clark Russell "has, in great measure, if not entirely, severed his connection with the *Daily Telegraph*," it is to be hoped that this implies rather an increase than a diminution of that admirable nautical writer's literary activity. While plain tars occasionally find Mr. Russell's descriptions a little too high flown, and his incidents slightly improbable, every seafaring man who reads his stories or articles, admits that he "knows what he's talking about."

According to a paragraph which has been "going the rounds," the long-pending dispute as to the load-line of steamers is on the eve of settlement. As we are reminded, a Commission reported on the matter some time back, but, says the paragraph referred to, "there has since been some difficulty as to one or two types of steamers now growing very numerous." Seafarers will understand the reference here.

In connection with the Queen's approaching visit to Glasgow, it may be interesting to mention that the *Victoria and Albert* in which her Majesty intends cruising round the inner locks of the Clyde, is the only steam paddle yacht now afloat. Paddle steamers, as most seafarers know, are much steadier than "screws," and it is a little surprising that other owners besides her Majesty should not have regarded this consideration as outweighing the many advantages of the propeller. The *Victoria and Albert*, it may be mentioned, is a steamer of 2,470 tons, and of great length. She will be docked while the Queen remains at Blythswood House.

The latest rival, in the "open-air amusement" line, of the time-honoured "swing-boat" and "roundabout," and the more modern toboggan and switch-back, is, it appears, a contrivance known as "the ocean wave," and consisting of a series of boats, which, by means of machinery, are made to roll and toss in the most "lifelike" manner. It is said that the mere contemplation of the

apparatus, when in full swing, will produce seasickness in a susceptible subject, while he (or she) who makes a "voyage" with internal arrangements undisturbed may thenceforward claim credit for being what landmen call "a good sailor." This curious apparatus might be turned to useful account in the case of some of those numerous young gentlemen who yearn after a life on the actual "ocean wave."

### SEA FISHERIES REGULATION BILL.

The Standing Committee on Trade have been considering the Sea Fisheries Regulation Bill. The first clause provided that the Board of Trade may from time to time, on the application of a County Council, create a sea fishing district, define its limits, and provide for the constitution of a local fisheries committee for the regulation of the sea fisheries carried on within such district.

Sir M. Hicks-Beach moved an amendment giving a power of initiative to any urban or rural sanitary authority. He was pressed to consent to those interested in fishing having the right of making application to the Board of Trade, and he replied that he could not assent to this, nor could he undertake to make it compulsory on the Board of Trade to act on any application made to them. His amendment was agreed to.—Sir E. Birkbeck moved an amendment providing that in the constitution of such committee due provision shall be made for the adequate representation of all the different kinds of fisheries and fishing interests within the limits of such districts.—Sir M. Hicks-Beach having suggested that it would be more conveniently moved at a later stage of the Bill, Sir E. Birkbeck withdrew the amendment.—Sir E. Birkbeck successfully moved a new sub-section, providing that where a County Council refuses to apply to the Board of Trade to create a sea fisheries district, the persons requiring it to apply should themselves be entitled to make the application for an order.—Mr. Maurice Healy carried, on a division, an amendment, which was opposed by Sir M. Hicks-Beach, to the effect that a similar right of appeal should be given to the ratepayers if the urban or sanitary authority refused or neglected to act, and a further amendment was agreed to requiring that the number of the ratepayers making the application should not be less than 20. A provision was agreed to requiring the Board of Trade, before making any order, creating a sea fisheries district, to publish the draft of the order, and if objections are made to it, to cause a local inquiry to be held. The first clause was then agreed to. A few amendments were made in the second clause, and the committee adjourned till the next day. On Clause 3, which deals with penalties, it was agreed, at the instance of Mr. Rowntree, that any local fishery committee may impose a fine of not more than £20, instead of £10, for a single offence, with a continuing penalty not exceeding £10, in lieu of £1. The clause was then added to the Bill, as also were 4 and 5.—Mr. T. Ellis proposed to amend Clause 6, which empowers local committees to appoint fishery officers, by making the following addition:—"Provided that nothing in this section shall absolve the Coastguard and Admiralty officers from their duty in enforcing the laws and regulations affecting vessels engaged in sea fishing." This clause and the next one were adopted. The eighth clause was so altered as to declare that every fishery committee should collect such statistics and make such returns as the Board of Trade might reasonably ask for, but should not be required to incur any expense in doing so. Clause 9 having been agreed to without alteration, Sir E. Birkbeck moved to amend the definition clause so as to include fishery owners, fishermen, fishing-boat owners, smack owners, fish curers, fish merchants, "or otherwise," among the persons entitled to demand, in the absence of similar action on the part of the local authority, the formation of a fishery district and committee.—The remaining clauses having been passed, Mr. Mundella proposed a new section:—"The Board of Trade shall convene a meeting, composed of not less than one representative selected by each of the district fishery committees, at least once in each year, to confer with the heads of the Fishery Department of the Board of Trade, and for consultative purposes on matters relating to this Act."—Sir M. Hicks-Beach said that rather than accept this clause in its present form he would drop the Bill. He suggested several alterations, which were rejected by Mr. Mundella, and the clause was adopted without opposition.—The Bill was ordered to be reported to the House.

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## SOME SEAFARERS.

## VI.

## SIR CLOUDESLEY SHOVEL.

WE have seen how in the Armada days England was at death-grips with Spain. But when some 60 years later the latter country ceased to be very formidable, an older and in some ways more dangerous enemy of English and European peace stepped into the breach left by the Spaniards. France, in the middle of the 17th century, was at the height of her power. With her vast and well-appointed armies, great wealth, a young and very ambitious king, and the subtlest of diplomats at his back, it needed a huge coalition of Protestant Powers to withstand her arrogant aggressions. And just as in the days of Queen Bess our own religious and political freedom depended on our ships, so in the days of William and Mary, of Anne, of George II., and George III., the liberty of Europe found its firmest bulwark in the British fleet.

No wonder, then, if our men-o'-war, on which so much depended, became the nurseries of a mighty seafaring generation. No wonder if our seamen, from the highest to the lowest, were a race by themselves; a race of which every member was quick with a rugged individuality and big with magnificent possibilities. No wonder if the cabin boys rose to be admirals, and if the admirals died at the helm, or sword in hand in the thick of the fight! The very names of the old admirals, as Mr. R. L. Stevenson points out, possess a nobility of breezy sound all their own. There are the Blakes and the Benbows, the Nelsons and the Ansons, the Rookes and the Rodneys. Neither last, nor least, there is "that mouthful of quaint and high-sounding syllables," Sir Cloudesley Shovel.

What a history is before us when we read that man's name! We are taken back, first of all, to the times of old Oliver, the stern Protector, the first "Jingo," the founder, after Queen Bess, of England's oceanic empire; for it was under the grim Puritan sailors that little Cloudesley first saw service. Born in the year 1650 at Clay, a Norfolk fishing village, the future commander of England's fleets was apprenticed by his poor parents to a local cobbler. But soon, seeing the great ships passing out at sea, as he sat mending shoes, a longing seized him for a free life on the ocean. "The cobbler should not go beyond his last," says a Latin proverb, but the lad was wiser than the makers of old sayings. He ran away, and became a cabin boy on board a man of war, commanded by Sir Christopher Minns. Soon young Shovel got hold of some works on navigation, mastered them, and so deftly pushed himself into notice that he was allowed to ship as an able seaman. Brave, open-hearted, noted for thorough knowledge of seamanship, the young man rose step by step, till in 1674 we find him nothing less than a lieutenant on board a man of war in the Mediterranean. Sent by Sir John Narborough, the captain, whose widow, by-the-bye, he afterwards married, into the presence of the Bey of Tripoli, whose cut-throat pirate subjects had for years harassed our Levant merchants, Cloudesley Shovel pluckily demanded satisfaction for the past and security for the future. The lazy Turk made game of his boyish appearance, and put him off with evasive words. "Very well, we shall see," said

the young officer, and when he again came to the Bey's divan he took note of the position of the enemy's forts round the harbour. They were badly placed, and Shovel determined to burn the shipping under their very muzzles. So, on the night of March 4th, with a flotilla of boats, he singed the Turk's beard to admiration. Wherefore the Tripolines went down on their knees, and sued for peace. The rough long-haired lad—for sailors despised the foppish wigs of that day—had got his baptism of fire, and that so gamely that, through Sir John Narborough's good offices, he was forthwith put in command of a fifth-rate. The *Sapphire* was soon exchanged for the *James* galley, and that again for a third-rate, in command of which he figures in the battle of Bantry Bay. So well did he fight in that action for liberty, Protestantism, and the rule of England at sea, that Dutch William came down to Portsmouth and knighted him with his own hand. In 1690 the staunch Whig sea-dog ferries over William III. and his army to Ireland, and the King, again with his own hand, delivers him a commission of rear-admiral of the blue. In 1692 the last-named colour becomes red, when Shovel ferries his Royal master over to that land of tulips, which the latter loved so well. But Shovel was not the man to sink into a mere courtly carpet commander.

Louis XIV., the "Grand Monarch" as his flatterers loved to call him, and with him our own fugitive, King James II., were about to make one of those sudden descents on our south coast which have been immemorially threatened and frustrated. The French hoped they had got a traitorous ally in our Commander-in-Chief, Admiral Russell. But "do not think I will let the French triumph over us in our own seas," he said. And he was as good as his word. Together with Sir Cloudesley Shovel he led to the attack the fleet of the Grand Alliance (the Alliance, that is, of the Protestant Powers, who were determined to crush despotism). Admiral Tourville's 50 ships were driven, after a five hours' struggle, along the coast of Cotentin. Twenty-two reached St. Malo, but 13 under Tourville himself were burnt one after the other by the English boats, as they took refuge in the bays of Cherbourg and La Hogue.

After the signal victory of La Hogue, which set William firmly on the throne, Shovel joined Russell permanently in the command of the fleet. Joint commands are often disastrous, and so it proved. Our fleet was defeated more than once, and Shovel was the mark for popular hatred. But the bluff seaman cleared himself before Parliament and in so doing threw back the blame on the Admiralty. It would be possible to here digress for a considerable time on the subject of Government mismanagement of our ships. Suffice it to say, however, that in the 17th century such mismanagement was at its worst. Often were responsible commands given to dandies in the Court—men who could only lie in harbour, feasting, swaggering, and dicing, whilst brave men like Shovel were compelled with wholly insufficient resources to do the work they could not undertake. Often, too, joint commands proved calamitous even when such men as Shovel and Russell were the commanders.

In 1694 and 1702 Shovel commanded expeditions against France and Spain into the details of which it is not necessary to enter. In 1703 he protected our trade in the Mediterranean, at the same time helping the Protestant French, who were in arms against Louis XIV. in the Cevennes, and countenancing those Italian States which showed a tendency to befriend the allies. In 1704 he joins fleets with Sir George Rooke, and plays his part in the action off Malaga. Gibraltar is taken by the two great commanders in the same year. Upon his return to England, the Prince Consort, George of Denmark, presents Shovel to Queen Anne. The reception is gracious, though not, of course, such as old Bess would have given to her dear sea-dogs of Devon; and Sir Cloudesley becomes commander-in-chief of the British fleets. The cabin boy has reached his goal!

But the end is coming. In 1705 it was necessary to send both a fleet and an army to Spain. Jointly with the earls of Peterborough and Monmouth, Cloudesley Shovel was put in command of the fleet, which reached Barcelona on August 12th. The town was taken by the land-force, Shovel lending the guns and the men to fire them. Then an unsuccessful attempt was made on Toulon, and the admiral set about returning home. On October 22nd, being in command of 10 ships of the line besides fireships, a sloop, and a yacht, he came into the soundings off Scilly, and had 90 fathom water. At noonday he lay by, but again made sail at six in the evening, and stood away under his courses, probably in the direction of what he supposed to be the light on Saint Agnes. At eight o'clock those on board the *Saint George* saw several ships of the fleet making signals of distress, one of them being the flagship. In three or four minutes, long before help could be sent, the vessels had sunk! They had struck on the rocks near Scilly. There were 800 souls on board the *Association*, which was Admiral Shovel's flagship. Not one was saved!

The day following some fishermen found a dead body on the beach at Scilly. On one hand was a valuable emerald ring. They took it, for they were wreckers to a man, and stripping the body they hid it in the sand. But noise of the ring got abroad, and the fishermen were forced to show where they had unwittingly buried the illustrious Sir Cloudesley Shovel. With all pomp and circumstance he was laid in Westminster Abbey, and a flamboyant monument adorned the place of his rest. Yet, peradventure, the sands of Scilly would have been a fitter grave for one whose glory and whose death were of the sea.

On board the *Nettle* target ship at Portsmouth on Saturday some important experiments were made with explosive shells fired from the ordinary 6in. breechloading gun. One Melinite shell penetrated a steel armourplate 10½in. in thickness, after which it passed through a 3½ft. teak backing, and travelled to the other side of the deck, penetrating the bulkhead and passing out at the ship's side.

THE Governor's messages to the Queen and Prince of Wales, announcing the opening of the Melbourne Centennial Exhibition, consisting of 117 and 86 words respectively, were transmitted between Melbourne and London, via the Eastern Company's lines, in 38 and 49 minutes respectively. Her Majesty's reply of congratulation, consisting of 13 words, reached Melbourne in 16 minutes after its receipt at the London station.

## THE PRESS ON "SEAFARING."

SEAFARING (150, Minorities, E., 1d. weekly) weighed anchor on July 7th with a cargo that will be appreciated by all who go down to the sea in ships.—*Literary World*, July 20th, 1888.

On Saturday was issued the first number of SEAFARING, a penny weekly journal devoted to the interests of the seafaring class. The want of some independent medium for the expression of seafaring opinion has long been felt, and this want the new journal will, in all probability, adequately supply. The present number is full of such news as must render it welcome to nautical men, and is besides ably and smartly written.—*Morning Advertiser*, July 9th, 1888.

We have received and perused with much interest the first number of a new Saturday journal entitled SEAFARING. As its name implies, it is an organ devoted to the interests of that class which is the backbone of our commercial prosperity as a people, and, as far as can be judged from a first issue, the new venture promises to do good service for those in whose special behoof it is started. Unlike the majority of class-newspapers it is brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader. The muse of verse-writing is pretty extensively invoked in the number before us, the editorial programme is frankly put before the public, and several of the prose "yarns" are very readable. SEAFARING looks as if it meant business, and good business, too, in the long run.—*The Evening News*, July 9th, 1888.

SEAFARING is the title of a new organ of the seafaring class, which is to be published weekly by Mr. Victor G. Plarr, at 150, Minorities, London. We do not know of any journal which occupies the ground—or sea—intended to be covered by this new periodical. It is racy of the ocean, and is intended more for the fore-castle than for the cabin, but yet there will be something for both, and something also for those who "follow the sea" only with their eyes—and hearts—from the land. The object of the publisher is to furnish "a fair and fearless organ in the Press" for the seafaring community. It will advocate the interests of seamen, but is in no way intended to set class against class, and it will be "as largely as possible written by hands which can wield a marlinspike as well as a pen." And where it does not instruct SEAFARING promises to amuse, for it means to be "a lively paper." The first number, we are told, has been rather hastily got up, but it is full of interesting matter, and has also plenty of jollity. Notable among the contents are some graceful verses, "The Message of the Sea," by Gordon Gun, formerly of Glasgow.—*Glasgow Herald*, July 12th, 1888.

Almost every trade nowadays has its trade organ, and some businesses are served by many papers. The latest addition to trade journalism is SEAFARING, a weekly penny paper, which had birth on the 7th inst. The name indicates the aim. What sailors are interested in, and need to know, is culled from all quarters, and brought within the columns of the new journal as succinctly as possible. The state of the labour market, the wages at a large number of well known ports, an

hotel directory, a list of leading Sailors' Homes throughout the world, and postal information, form features of the "dry useful information" class, and there is also a collection of good literary matter to interest and instruct the sailor ashore or afloat.—*The Star*, July 17th, 1888.

I received, the other day, a copy of a new little weekly, called SEAFARING, which is intended to appeal to all those "who go down to the sea in ships." This attractive publication is, I believe, the first English one of its kind, and it should become a necessity to the sailor, whether captain, ordinary seaman, or yachtsman. Much valuable information, otherwise unobtainable, is to be found in its pages, among which I notice tables of seamen's wages, lists of outward-bound vessels, sailors' homes, and the like. Some space is reserved for entertaining literature, and practical articles, written by seamen for seamen, are also included. There is a paper in America devoted to this class of readers, and I should think the seafarers of this infinitely greater maritime nation will welcome gladly so worthy an organ of their calling. I am told that already the paper is selling well, so I have pleasure in bidding it "God-speed" and a prosperous voyage, which, I may add, I hope will be also a long one.—*Gossip*, July 21st, 1888.

Of the making and issuing of periodicals there appears to be no end. It is not often, however, that they break fresh ground. I have just looked through the first number of a clever, instructive, and amusing little paper with the original title—which is something in these days of general usedupedness—"SEAFARING, the organ of the seafaring class," published weekly, price one penny, at 150, Minorities London, E. In his initial leader, the editor says:—"SEAFARING is intended to advocate the interests of the seafaring class of this great maritime Empire. SEAFARING is in no way intended to set class against class. Should the occasion arise we shall be found at least as ready as most of our journalistic brethren to suffer in defence of the right. But the cause of the seafarers is not to be advanced by attacks on shipowners and officers. Where shipowners and officers are manifestly in the wrong, we shall not hesitate to say so. But neither shall we hesitate to point out where the seamen are wrong. . . . This journal will be as largely as possible written by hands which can wield a marlinspike as well as a pen." Ye mariners of Milford, Fishguard, Newport, and Cardigan, who live at home at ease, or tempt the dangers of the seas, "Awast there!" as Cap'n Cuttle would say, and out with the shot from your lockers to aid this trim little craft that has just been launched for the furtherance of your heroic calling.—*Haverfordwest and Milford Haven Telegraph*, July 18th, 1888.

SEAFARING is the title of a new journal in the interests of the seafaring class. It will appeal to and contain matter of interest to seamen, fishermen, yachtsmen, travellers by sea, and, indeed, all "who go down to the sea in ships." The editor is well-known as an excellent authority on his subject. No. 1 contains a powerful and graphic poem, "The Message of the Sea," by Gordon Gun, who is well-known in Scottish journalism.—*Stationery and Bookselling*, July, 1888.

## HOTEL DIRECTORY.

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## SHIPS SPOKEN.

Helena Mena, of London, bound south, August 4th, 45 N 7 W;  
 Craighurn, of Greenock, bound SW, August 5th—last two per Quetta s, at Plymouth.  
 J. T. North, of Liverpool, steering west, July 30th, 49 N W, per Kjoje, at Havre.  
 Lillian Morris (Br ish), July 11th, 19 N 37 W, per Kambyes s, at Havre.  
 HLST (Swedish barque), bound south, July 25th, 11 N 27 W;  
 Plato s, bound south, July 26th, 16 N 26 W;  
 Loch Sloy, of Glasgow, bound south, July 29th, 27 N 22 W;  
 Afir (?) (German barque), bound south, July 29th, 30 N 18 W;  
 Paranagua (German steamer), bound south, August 2nd, 40 N 13 W;  
 Vale, of Arendal, August 2nd, 40 N 13 W—last six per Havelius s, at Southampton.  
 Drumraig, of Liverpool, July 31st, 45 N 8 W, per City of Khios s, at Calcutta.  
 Tonna (German brigantine), steering north, 6 N 28 W, per Trent s, at Southampton.  
 Dusty Miller, Carnarvon for Halifax, July 26th, 41 N 42 W;  
 Canada, Brunswick for Bristol, July 30th, 49 N 20 W—last two per Bernard Hall s, Alexander, at Liverpool.  
 Livingstone, Pensacola for Troon, August 1st, 51 N 17 W, per Adriatic s, Cameron, at Liverpool.  
 Thomas S. Stowe, Astoria for Queenstown, August 1st, 47 N 16 W;  
 SFRM (?), Raza Island for Dieppe, 48 N 13 W;  
 Albatros, River Plate for Hamburg—last three per Orinoco s, at Plymouth.  
 Effendi, Swansea for Sandy Point, July 20th, 14 N 26 W;  
 Rajore, Penarth for Singapore, July 26th, 30 N 19 W;  
 Queen of Scots, Liverpool for Calcutta, July 26th, 30 N 19 W;  
 Charwood, Liverpool for Iquique, July 31st, 47 N 10 W—last four per Holbein s, Cadogan, at Dublin.  
 HBKW (French barque), bound north, July 27th, 34 N 17 W;  
 Helios, Hamburg for Pernambuco, July 29th, 39 N 14 W;  
 Selkirkshire, London for Brisbane, July 31st, 46 N 9 W—last three per Calabar s, Keene, at Liverpool.  
 RGKS barque, bound south, July 31st, 47 N 8 W;  
 Victoria, Valparaiso for Hamburg, July 31st, 50 N 7 W—last two per Vitos, Trinick, at Liverpool.  
 Matura, bound west, August 1st, 20 miles ESE of Start Point, per Orissa, in the Thames.  
 Glamis, Gloucester for Sydney, June 21st, 8 N 21 W, per Khersonese, at Gravesend.  
 Turist, of Grimstadt, July 29th, 51 N 2 E, per Sophie, in the Thames.  
 Cambrian Monarch, Port Pirie for London, July 17th, 12 N 27 W;  
 Alf, of Mandal, steering SW, July 18th, 15 N 26 W;  
 QDLN (German ship), steering SW, July 18th, 15 N 26 W;  
 Adela S. Hills, of Aberystwith, steering SW, July 21st, 22 N 23 W—last four per Worcester s, in the Thames.  
 Luttreth, Glasgow for Otago, July 1st, 9 S 34 W, Euximus, Olsen, at Rio Janeiro.  
 Esmeralda, Iquique for Channel, for orders, April 30th, 65 29 S 63 20 W;  
 H. S. Johnson, London for Great Fish River, June 14th, 6 16 N 26 30 W;  
 Anna, Monte Video for Antwerp, July 16th, 37 20 N 40 W;  
 Paposo, Hamburg for Sydney, August 3rd—last four per Emil Julius, H. Tager, at Falmouth;  
 Harmonia, Penarth for Singapore, July 22nd, 14 N 27 W;  
 Bombay, Middlesbro' for Yokohama, July 23rd, 16 N 26 W;  
 HLCG, Bordeaux for Magdalena, July 23rd, 16 N 26 W—last three per Sculptor s, Woodcock, at Liverpool.  
 Glenericht, New York for Calcutta, July 2nd, 28 N 39 W;  
 Owny Belle, Gaspé for Rio Janeiro, July 8th, 33 N 40 W;  
 William M. Blaikie, New York for Hong Kong, July 8th, 33 N 40 W—last three per Hawarden Castle, at Queenstown.  
 John McDonald, New York for San Francisco, June 3rd, 41 S 66 W;  
 Belpore, Shields for Valparaiso, July 25th, 11 N 28 W;

Birmam Wood, July 25th, 12 N 27 W—last three per Sorata s, at Plymouth.  
 Orvar Odd, Sunderland for Buenos Ayres, June 10th, 2 N 27 W;  
 Chipman, New York for Taleahuano, June 10th, 2 N 27 W;  
 Eden Holme, Shields for Pisagua, June 12th, 6 N 26 W;  
 Don Juan, Shields for Iquique, June 14th, 8 N 26 W;  
 Rangitiki, London for Melbourne, June 15th, 8 N 26 W;  
 De Capo, New York for Algoa Bay, June 27th, 26 N 36 W;  
 Alaska, New York for Monte Video, June 27th, 27 N 35 W;  
 Loch Rannoch, Clyde for Melbourne, July 30th, 55 N 12 W—last eight per Sardhana, at Londonderry.  
 Tulchan (?), of Dundee, steering SW, August 2nd, 48 N 7 W, per Elfrida, at Swansea.  
 Dea (Norwegian barque), from Hayti, July 21st, off Fortune Island;  
 HGND (Danish barque), bound north, July 25th, lat 39, lon 74—last two per Alene s, at New York.  
 Sostrene, Liverpool for Dalhousie, July 18th, lat 50, lon 31, per Nevada s, at New York.  
 MGWT (British barque), July 24th, lat 34, lon 75, per City of Alexandria s, at New York.  
 James S. Stone, New York for Anjer, June 17th, 24 S 33 W, per Laura, at New York.  
 Eurydice, St. John (NB) for Dublin, July 23rd, lat 43, lon 49, per Gallias, at New York.  
 Constance, Liverpool for New York, July 21st, lat 43, lon 43;  
 Carniola, St. John (NB) for Londonderry, July 23rd, lat 41, lon 55—last two per Rhyndland s, at New York.  
 Insulinde, for Macassar, June 30th, 6 S 30 W;  
 Freya (German barque), bound south, August 4th, 200 miles SW of Scilly—last two per Disponent, at Falmouth.  
 Castlehead ship, steering S, June 24th, 11 N 25 W;  
 KGKV (English), June 24th, 11 N 25 W—last two per De Bay s, at Santos.  
 KDQV, London for Melbourne, July 7th, 10 N 29 W, per Star of Hope, at Falmouth.  
 Challenger, Swansea for Acapulco, August 2nd, 50 N 8 W, per Edam s, at Amsterdam.  
 Serapis, ship, steering south, June 14, 21 S 27 W;  
 Fred E. Richards barquentine, steering south, July 4th, 17 N 34 W—last two per Cape Clear, Norman, at Liverpool.  
 Pjata, of Bristol, May 9th, 28 S 94 W.  
 HCLR (British ship), June 13th, 30 S 26 W.  
 Active (Norwegian barque), June 18th, 26 S 30 W.  
 Lurlei, of Liverpool, June 20th, 23 S 28 W.  
 Roderick Dhu, of Liverpool, June 23rd, 18 S 29 W.  
 Inchkeith, of Glasgow, June 29th, 8 S 31 W.  
 RDPD (German barque), for Iquique, June 30th, 5 S 32 W.  
 JRMP, June 31st, 48 N 11 W, with spanker and gafftopsail fast (lo st?).  
 John R. Kelly, Manilla for San Francisco, May 31st, 18 N 123 E;  
 Polare, Pensacola for Monte Video, July 19th, 70 miles SE of Port Eads;  
 Anna, Hamburg for New York, July 22nd, lat 40, lon 69;  
 Fratelli Bianchi, Philadelphia for Lisbon, July 23rd, 50 miles SE of Cape May;  
 Giovanni (Italian barque), for New York, July 24th, off Fenwick's Island—last five reported from New York.  
 Malta, St. Etienne for Grimsby, July 20th, 47 N 40 W, per Elbe s, at New York.  
 Salama, Pensacola for Tralee, July 21st, 41 N 60 W, per Chateau Margaux s, at New York.  
 Golden Rule, Pascagoula for Havre, July 23rd, 33 N 77 W, per S. Oteri s, at New York.  
 Piako, London for Auckland, June 8th, 3 S 27 W;  
 Belle of Oregon, of Portland (Or), bound south, July 5th, 32 N 38 W;  
 Cornucopia brig, bound south, July 13th, 33 N 40 W;  
 Gem, Aruba for Harwich, July 24th, 46 N 25 W;  
 Zenobia, of Aberystwith, July 28th, 48 N 17 W—last five per British India, at Falmouth.  
 H. C. Berg (Danish barque), July 19th, lat 29, lon 80, per Gallego s, at New York.  
 H. G. Johnson, London for Hong Kong, June 16th, 6 N 27 W, per Spirit of the Morning, at Falmouth.  
 Mary Frost, of Grimsby, steering SW, July 27th, 30 N 19 W;

Callao, London for Newcastle (NSW), August 3rd, 49 N 7 W;  
 Torridon, of Aberdeen, August 3rd, 49 N 7 W—last three per Vascongada s, at Falmouth.  
 Buffalo (Wilson line steamer), steering west, July 28th, 50 N 15 W;  
 J. T. North, of Liverpool, steering west, July 29th, 50 N 8 W—last two per Main s, in the Weser.  
 Ville de Marseille (French barque), steering SW, June 28th, 32 N 14 W;  
 Paradox (Hamburg barque), July 4th, 6 N 23 W;  
 Achievement, of Liverpool, steering SW, July 5th, 1 N 29 W—last three per Campinas s, Barrelet, at Bahia.  
 PLQS (!) (English barque), for Buenos Ayres, July 10th, near Abrolhos;  
 Millwall, of Liverpool, steering south, July 10th, near Abrolhos;  
 Imperator, Tynemouth for Iquique, July 18th, 7 N 27 W.  
 MQLS (?) Swedish schooner, Liverpool for Buenos Ayres, July 18th, 9 N 26 W;  
 Horizon, of Marseilles, steering south, July 19th, 11 N 26 W;  
 Willie Rosenfeld, of Bath (US), steering south, July 19th, 12 N 26 W;  
 Ortelius, of Stavanger, steering south, July 22nd, 23 N 22 W;  
 Glenalvon, of Liverpool, for Sydney, July 26th, 36 N 15 W;  
 Mathilde, of Rostock, steering south, July 27th, 39 N 13 W;  
 Doris barque, of Dundee, steering south, July 29th, 46 N 8 W;  
 Paranagua (Hamburg steamer), steering S W, July 30th, 49 N 4 W;  
 Lissabon s, of Hamburg, steering WSW, July 30th, 50 N 2 W—last 12 per Petropolis s, Behrmann, at Hamburg.  
 Cicero, Capefor Swansea, July 11th, 35 N 36 W;  
 JQRD (English barque), bound west, August 1st, off Scilly—last two per Prinz Albert, at Falmouth.  
 Leyland Brothers, Liverpool for Calcutta, June 15th, 8 N 25 W;  
 QDGF (German ship), bound west, July 30th, 49 N 12 W—last two per Lotos, at Falmouth.  
 Deodata, of Tvedstrand, steering north, July 25th, 35 N 48 W;  
 James A. Mark, of Cardiff, steering ENE, July 31st, 48 N 16 W—last two per Avon's, at Havre.  
 Silhet barque, July 22nd, 5 S 33 W;  
 HNSM (German barque), July 25th, 8 N 26 W;  
 Haabet barque, July 26th, 13 N 25 W;  
 LFSH schooner, July 26th, 13 N 25 W—last four per Arawa s, at Plymouth.

SMUGGLING. — At the Liverpool Police-court, James Veale, a deck winchman, employed on board one of the White Star Line boats, has been charged with having concealed 55lb. of manufactured Cavendish tobacco with intent to defraud the Customs.—Ordered to pay £17 7s. 6d., the single value of the tobacco, and costs, or in default one month's imprisonment.

YACHTING AT COWES.—The opening match in connection with the Royal Yacht Squadron took place in the Solent last Tuesday. The prize was her Majesty's Cup, but none but Squadron yachts were permitted to compete. There were seven entries, and all started. They were the *Sluethound*, cutter, 53 tons, Lord Francis Cecil; the *Egeria*, schooner, 71, Mr. J. Mulholland; the *Petronilla*, cutter, 56, the Earl of Dunraven; the *Moina*, cutter, 85, Captain Bainbridge, R.N.; the *Daphne*, yawl, 49, the Hon. H. Denison; the *Cetonia*, schooner, 97, Sir E. Guinness; and the *Amphitrite*, schooner, 65, Colonel Macgregor. The *Petronilla* had the advantage of the start, sailing side by side with the *Egeria*, and on her weather beam a second group at starting comprised the *Sluethound*, *Moina*, *Cetonia*, and *Amphitrite*. The *Petronilla* maintained her lead throughout the race, but had not the good fortune to save her time off the *Moina*, to whom she had to allow 14min. 11sec., and she was compelled to surrender the blue ribbon prize of the yachting world to the second vessel. Several of the other yachts changed places during the sail round the course, the vessels being timed thus at the finish: *Petronilla*, 3h. 49m. 53s.; *Moina*, 4h. 2m.; *Cetonia*, 4h. 5m. 25s.; *Sluethound*, 4h. 12m. 58s.; *Egeria*, 4h. 10m. 5s.; *Daphne*, 4h. 21m. 55s.; *Amphitrite*, 4h. 32m. 30s. The match on Wednesday was for the Squadron prizes of £125.

## NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months.....	6s. 6d.
Six Months .....	3s. 3d.
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All subscriptions must be paid in advance.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

## Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, AUGUST 11th, 1888.

SOME unknown friend of SEAFARING has been kind enough to send us a couple of pamphlets relating to the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, which organisation was, it seems, instituted at Sunderland on September 1st, 1887, and has been registered under the Trades Union Acts of 1871 and 1876. The head office of the Union is at 174, High-street East, Sunderland, and its chief objects are thus stated:—

"(1) To improve the condition and protect the interests of all classes of seafaring men. (2) To establish homes for seamen in all places where the Executive Committee deem it expedient. (3) To make advances of money to seafaring men at low interest on security of their wages and allotment notes. (4) To endeavour to obtain reasonable hours of duty, and to maintain fair rates of wages. (5) To assist members whose interests have been damaged by reason of prominent services rendered to the society. (6) To afford legal assistance, either as plaintiff or defendant, to any member of the society in respect of matters arising out of, or incidental to, his employment as a sailor or sea-going fireman, cook or steward, including claims for wages, damages for breach of contract for wages, compensation for injuries, claims for salvage, alleged liability for negligence or misconduct involving loss or forfeiture of wages or involving penalties, and all claims and liabilities, whether under the Merchant Shipping or any other Act or Acts of Parliament, or otherwise, of what nature soever, so arising or incidental as aforesaid, subject, nevertheless, to the rules of the society; and to provide for the

maintenance of members detained on shore till their cases are tried. (7) To use every effort to provide for the safety of ships work in order to prevent loss of life at sea.

(8) To provide a better class of men for the merchant service, and to see that all members that are engaged through the union shall be on board at the appointed time and in a sober condition ready for work. (9) To provide assistance to shipwrecked mariners. (10) To provide assistance to members who are travelling in search of work. (11) To put seafaring men, intending to become members but for the time being unable to pay, on the same footing as paying members, except with regard to financial benefits, by granting them Privilege Cards. (12) And to provide funds for the relief of members in sickness or temporary disablement, and for their respectable interment."

These are very excellent objects—so excellent indeed that shipowners can hardly find fault with them, and we shall be glad to see them attained. In one of the pamphlets issued by this Union we are told that "it is estimated that about £200,000 per annum is expended by seafaring men as interest on the cashing of allotment, notes, &c., which is treble the income of the largest Trades Union in England." Whether this statement be strictly correct or no, it is certain that Shylocks and land sharks extract in the shape of interest from seafaring men a very large sum every year, which sum would more than suffice to pay the expenses of a powerful seamen's union. That being the case, there is a sound financial basis to work upon. The British shellback may be reluctant to part with his hard-earned cash in the form of a subscription to a society for his benefit, but he is very glad to go where he has to pay the lowest interest for cash. It is, therefore, rather surprising that it should never have occurred to some shrewd and enterprising financier, as a mere pecuniary speculation, to make a regular business, with a branch in every port, of cashing advance and allotment notes at moderate but paying rates. There are, of course, honest and reasonable people who accommodate the seamen in this way on fair terms. But there are, again, others who take advantage of his necessity to make him pay dearly, and there can be no doubt that far too large a proportion of his hard-earned money goes in that way. If instead of going in that way it can be made to go into the coffers of a powerful union with such objects as those we have mentioned, seafaring men will be better off in the future than in the past.

## CONSOLATION.

*The God of Love, ah Benedicite,  
How mighty and how gret a Lord is He!*  
—CHAUCER.

No God is left us to adore,  
Or sin to lay the lash on;  
Agnostics flourish more and more,  
And worship's out of fashion.  
This is the sort of thing you hear  
Your neighbours often saying;  
And some of them are glad, I fear,  
To shirk the task of praying.

But poor and rich, and great and small,  
And clever folks and stupid,  
Agnostics, too, indeed, and all,  
Still own the sway of Cupid.  
And so whatever people say—  
The stupid folks or clever—  
There yet is left a God to-day  
Omnipotent as ever.

## NAUTICAL NEWS.

It is settled that Ascension Island is to be abandoned as a naval depot.

VESSELS arriving from Madras are no longer liable to quarantine at Suez.

It is stated that one of the finest piers ever constructed will be that at Dover.

THE Tyne shipwrights have agreed to accept the employers' offer of 1s. 6d. advance.

MR. JAMES LAING, Sunderland, has just converted a steamer for carrying petroleum in bulk.

THE Spanish Government is about to spend a million sterling in improving the port of Bilbao.

THERE are complaints made as to the inability of vessels drawing only 20ft. of water entering Tyne Dock.

LORD BRASSEY has been visiting Bantry Bay and Queenstown whence he sailed for the Clyde in his yacht the *Sunbeam*.

A RUSSIAN cruiser has been ordered to Behring Straits to prevent English and American vessels from fishing in Russian waters.

THE Dundee whaler, *Polar Star*, has arrived at Shetland from the seal fishing, having on board a catch of seals expected to yield about 80 tons of oil.

THE principal recommendation in the report of the committee on pilotage will be that the pilots should have direct representation on the Pilotage Boards.

THE owner of the *Baltimore City*, of West Hartlepool, has received a cable announcing the death by apoplexy of the chief officer, Mr. G. H. Carr, whilst on the voyage from Philadelphia to Cuba.

A NUMBER of the Quebec fleet of timber vessels at Greenock have been taken up for the fall voyage at an advance from 1s. to 2s. on the spring rate. There has also lately been a slight rise from 6s. to 6s. 3d. on the St. Lawrence outward freights.

THE Board of Trade has awarded a binocular glass to Captain Z. Ameline, master of the French schooner *Jacques Mathieu*, of Cherbourg, in acknowledgment of his humanity and kindness to the shipwrecked crew of the British schooner *Vine*, which was wrecked off St. Ives on July 2nd last.

DURING a very rough voyage from Mauritius a young Norwegian sailor (M. Knudsen), boatswain of the barque *Airlie*, which has arrived at Adelaide, was lost overboard. The deceased was highly respected on board.

THE Victorian Government has decided to call for tenders for a lighthouse at Cape Everard for a first order dioptric light 185 feet above the sea level. The lamp will show a belt of red light invisible beyond the range of a mile.

THE new barque *Endora*, of Dundee, which has been chartered to convey a cargo of timber from Montrose to Melbourne, engaged a crew at Dundee at the rate of £2 15s. per month, being 5s. above the rate which has prevailed at Dundee for some time.

DURING the past week the fisheries in West Cornwall remained quiet, the pilchard fleet generally having only light catches. Several of the Mount's Bay fleet landed very fair catches of mackerel, which fetched from 16s. 6d. per six score downwards. There was a moderate supply of hook fish, but shell fish were scarce.

## SEAFARING DISASTERS.

*Bayswater* (s), grounded 16 miles east of Odessa. She had to lighten before she could get off. A tug and barge were sent to her assistance, and she got off safe into Odessa.—*Myrtle*, French barque, reported by telegraph August 1st to have put into Lisbon leaky, from Huelva.—From Southend it has been reported that *Nordjulland*, steamer, of Copenhagen, went ashore on Leigh Middle, but came off with assistance of Leigh fishermen; no agreement.—Lloyd's agent at Calcutta reports: *British Isles*, ship, previously reported ashore at Saugor, got off by the aid of a steamer, and returned; sustained no apparent damage.—*Emiline Jenkin*, from Rio Grande for orders, arrived at Fowey with sails split and with bulwarks damaged.—The *W. M. J.*, schooner, of Swansea, ran ashore at the Old Dock, Northfleet, but got off with tide at six p.m., and was to proceed to Port Albert.—Lloyd's agent at Cadiz reports: *George Gilroy*, British barque, from Greenock for Demerara, with coals, put into Cadiz leaking badly.—Lloyd's agent at Cadiz reports: Portuguese schooner *Maria I.*, of Cammha, from Gibraltar, for Cadiz and Lisbon with a general cargo, touched a reef in entering port, and leaks very seriously.—From Cardiff it is reported that *Mercia*, steamer, from Gunn's Dry Dock, in docking at East Dock, ran into the pier head, damaging the plates on starboard bow.—A telegram from Port Louis, Mauritius *vid* Durban, reports: *Cambria*, British barque, of Quebec, put into Port Louis leaky, and will have to discharge; waiting for instructions before deciding to repair.—There was lately a rumour, based on a telegram from Marseilles, that the steamer *Orpington*, a vessel of 2,308 tons, belonging to London, and bound from Pondicherry to Marseilles, had been lost. She left Malta on July 26th. Inquiries were made for the purpose of ascertaining what foundation there is for the report.—British barque *Victoria*, Valparaíso for Hamburg, arrived at Plymouth with loss of bowsprit and head gear, and with foretopgallant mast sprung.—*Les Trois Sœurs*, Hamburg for Runcorn, salt, arrived at Plymouth, reports when off the Deadman being in collision with Italian barque *Alferido*. Damage to *Alferido* not known. *Les Trois Sœurs* lost jib-boom, with all headgear, anchor, and some chain, starboard bow stove in above water.—*Vindobala* (s), Sunderland for Batoum, in ballast, which put into Dover damaged through collision, left for her destination after repairs.—Lloyd's agent at Cronstadt telegraphs, August 4th, *Lighter* No. 287, with 536 tons of coal, ex Wilton, has sunk in Cronstadt harbour.—Telegram from Gibraltar, August 4th, states: British steamer *Malek*, which arrived at Gibraltar, 3rd inst., lost two blades of her propeller. British steamer *Joseph Arbib* has fore crank shaft broken; has spare one on board.—Cablegram from Savannah states: British barque *Hindustan* ashore in the tide-way of the river, but will probably be got off after discharging part of cargo.—Yacht *Aline* belonging to H.R.H. Prince of Wales, while lying at anchor in Cowes Roads last Saturday afternoon, was run into by the yawl *Latona*, and sustained loss of bowsprit. Yacht *Tambourine*, racing in the R.L.Y.C. Regatta, August 4th, carried away bowsprit.—Danish brig *Anne*, from Monte Video for Havre, arrived at Falmouth August 4th, leaky.—*Alcides* (s), Montreal for Glasgow, put back to Quebec with shaft broken.—*Clement* (s), Ceara to Liverpool, has put into St. Vincent C.V., with cargo on fire. Every effort was being made to extinguish the fire, with good prospect of success. A later telegram reports that the fire had been extinguished.—*Kamp*, Norwegian schooner, for Porthcawl, with pitprops, capsized at Pauillac.—*Narva*, British steamer, in putting to sea, night August 4th, collided with open sailing boat full of passengers, of whom 17 were saved and put on board lightship *London Chest*. Five supposed to be drowned. Steamer proceeded for Hull.—Lord Dunraven's yacht *Petronilla* collided evening, August 4th, in Cowes Roads, with auxiliary yawl-yacht *Sweetheart* and lost bowsprit; latter vessel having bulwarks damaged, wheel broken, &c. *Petronilla* was towed into Cowes for repairs.—*Franz* (s), Antwerp and Hamburg, grounded in Schelde, but would probably float at high water.—*Red Jacket*, British steamer, has been beached European side Bosphorus after collision with *Reinbeck*, German steamer. The former, which was struck abreast fore-rigging, has No. 2 hold full

of water.—*Rovigo* (s), from Middlesbrough, struck on a rock August 3rd at Pomaron, and became leaky, but got off on the following tide with assistance, and was discharging her cargo for survey.—The *Opal* (s), from Riga, cargo flax and peas, for Dundee and Leith, arrived at Dundee last Monday. A fire was discovered in the lower hold.

Saturday night the lugger *Seagull*, of Lowestoft, went down off Scarborough, and her crew, nine in number, were drowned. The captain of a smack which has arrived in port, states that while three miles off the port he was running alongside the lugger in a terrific gale. There were only 20 or 30 yards between the vessels, and he noticed what heavy weather the lugger was making. He turned to remark the fact to one of the crew, and upon looking round again found that the *Seagull* was missing. There were four men swimming on the spot where she had gone down, and he instantly ran his vessel round, dropping the mainsail. She had sufficient way upon her almost to reach the poor fellows who were struggling in the water, and a line was thrown to the nearest, but it dropped short by a foot, and before another could be thrown the smack had drifted to eastward. Another run was made, but again the men failed to reach the ropes thrown to them. The skipper shouted to them to keep up their hearts and he would try again, but before the smack got round they had all sunk. The lugger left port on Friday, and intended returning to Scarborough in time for Saturday's market. At the time of the accident there was a strong gale of wind blowing from the N.N.W., and a tremendous sea running, and had the skipper of the smack attempted to lower a boat he would probably have lost some of his own crew.—The Norwegian barque, *Ottawa*, of Brevig, Captain E. Jorgensen, has landed at Cardiff two men, named Carl Hansen and Joseph Briand, belonging to the French fishing vessel, *Evangeline*, of St. Pierre, Newfoundland. The men were in a boat getting in their lines on the Great Bank, when they lost their vessel in a thick fog. While pulling back they broke one of their oars, and a gale coming on they drifted before it for 32 hours. They had neither food nor water with them. The *Ottawa* picked them up on the 21st ult., on the east of the Great Newfoundland Bank in a terribly exhausted state, and as Captain Jorgensen did not find any fishing vessels at hand, he brought them on to Cardiff. The French Consul and the local agent of the Shipwrecked Mariners' Society were to forward the men on to St. Pierre.

A telegram from Liverpool, August 7th, reports that *William Henry*, of Lancaster, from Fecamp, at Runcorn on the 6th inst. was in collision with the *Ada* (s), of Liverpool, and had port bow cut down below the water line; deck and ceiling started and other damage.—A report from Lloyd's agent at Mauritius, dated July 28th, telegraphed from Aden, August 7th, states: *Dorothea*, Dutch barque, has put into Mauritius leaky and with foremast sprung.—*Cambria*, British barque, has put into Mauritius leaky.—*Sea Queen*, United States barque, has put into Mahe leaking badly.—Lloyd's agent at Soderhamn telegraphs August 7th: *Dagmar*, Russian barque, from Hernosand for Cadiz, went ashore, but afterwards got off badly damaged; vessel full of water; deckload jettisoned.—With reference to the *Opal* (s), previously reported on fire, a later telegram from Dundee states that the fire was extinguished and cargo discharged. About 20 tons flax and hemp damaged by fire and water; slight damage to vessel's 'tween decks. After re-shipping sound portion of Leith cargo the steamer proceeded, leaving damaged cargo at Dundee.—A telegram from Stockholm, dated August 7th, reports: *Auckland Castle* (s), stranded Stora Nassau, Sandhamn, forepeak full of water. *Belos*, salvage boat, despatched to her assistance.—*Clan Drummond* (s), from Glasgow for Bombay, put into Belfast Lough Monday night with machinery slightly disabled, but proceeded on Tuesday morning for Liverpool.—*Sonneck*, German steamer, arrived in Gefle Roads with forehold full of water and vessel in a sinking condition.—The *Posidon*, salvage steamer, despatched to her assistance.—*Newbrough*, British steamer, from Cronstadt to Granton with deals, after grounding at Gothland, was towed by the *Ruby* (s), of Dundee, and brought to Ustead. She was waterlogged, and in a sinking condition, and assistance was asked for from Copenhagen.

Cablegram from Boston states: United States steamer *Gate City*, before reported ashore, got off after discharging part

of cargo. Has sustained no apparent damage.—Telegram from Cowes, August 7th, states that the yawl yacht *Daphne*, while in tow, fouled steam yacht *Oberon*, and lost mizenmast and sustained other damage, also carrying away latter yacht's bowsprit.—Telegram from Ramsgate, August 7th, states that the yacht *Fairlie* (of Liverpool), from Boulogne, arrived at Ramsgate on Tuesday afternoon in tow of yacht *Shamrock*, having carried away masts, bowsprit, sails, &c., whilst off Cape Griznez on Saturday.—Telegram from Monte Video, August 7th, states that the British barque *Countess of Devon* took fire in port, but the fire was extinguished; vessel and cargo slightly injured.—*Emma* (s), Borgoe for Huelva, has arrived at Plymouth with machinery damaged.

The *J. Benham*, of Lillesand, which sailed from Pensacola for Buenos Ayres, with pitch pine and lumber, on November 7th last, was posted at Lloyd's, August 8th, as missing.—*City of Hamburg* (s), of Dublin, from Oporto for Southampton, Deptford, and London, with 150 head of cattle and sundries, ran ashore in a fog west of Bolt Head at 5.30 p.m., on Tuesday. Captain, stewardess, and four men landed at Salcombe in ship's boat at nine p.m. Captain was badly injured in firing the second signal gun. Left arm amputated at elbow. Information of the casualty having been received at the Salcombe station of the Royal National Lifeboat Institution, the *Lesty* lifeboat was promptly launched at 10.30 and returned at three a.m., bringing ashore nine of the steamer's crew who were found at sea in their own boat. The lifeboat again went out in search of another boat belonging to the vessel, containing 10 men, but was unable to find any trace of her. Calm, foggy, sea smooth. Vessel reported not to appear much damaged. Later telegrams state that she was floated and was being towed to Plymouth and that the missing boat containing chief engineer and seven seamen arrived at Salcombe.—Lloyd's agent at Valparaíso cables: Severe storms on the coast. Great destruction of property. *Cambrian* and *Etoile du Sud* have been in collision. Both vessels sank. Part of crew saved. *Success*, United States ship, coal laden, has been totally wrecked. Crew saved. *Glentilt* has been in collision with a coaster. Damage serious.—Lloyd's agent at Buenos Ayres telegraphs August 7th: *Zarate*, British steamer, is afloat. Will be towed to Boca. Must discharge cargo to get at the damage. Several plates bent or broken.—*Charles W. Anderson*, s, is reported by telegraph to have arrived at Sulina with rudder broken. She was towed in by tugs and must discharge for repairs.—Lloyd's agent at San Francisco cables: *Crown of England* lying alongside the pier has been in collision with a coaster. Damages slight.—Lloyd's agent at Stockholm telegraphs, August 8th: *Auckland Castle*, British steamer, Rowland master, has grounded at Sandhamn. A steamer has gone to her assistance.—Lloyd's agent at Copenhagen telegraphs, August 8th: *Hjalmar*, Norwegian barque, from Kolka for Cherbourg, with wood, has grounded in the Drogden; agreement made with Kastrop for assistance.—*Triton* (s), of West Hartlepool, from the Baltic for Havre, reported to have grounded on the Goodwin Sands early on Wednesday morning during the fog, but came off without assistance on the flow of the water, and is supposed to have proceeded to her destination.—*Storm Queen* (s), of Newcastle, is reported from Dover to have been ashore near the East Cliff; now anchored in Dover Roads, with warp foul of propeller.—A telegram from Oporto, August 8th, timed one p.m., reports: *Wylam*, British steamer, under sail, supposed with engines disabled, broken down, requested to be taken in tow.—*Wylam* (s), from Newcastle, has been towed into Oporto with main shaft broken.—*Redewater*, steamer, of Newcastle, from Gioja for Neufahrwasser via Tyne, laden with sulphur and oil, stranded two miles west of Dover, lying perfectly upright and apparently uninjured; likely to come off same night.—Telegram from Copenhagen, August 8th, states that the Norwegian barque *Hjalmar* (before reported grounded) has been assisted off; has been examined by divers and found to have sustained no damage; will proceed.—Telegram from Wick, August 8th, states that the Norwegian vessel *Minerva* with 360 tons salt, sunk Pentland Firth that day. Crew saved.

At the Hague it is stated that a British protectorate is to be extended over North Borneo, Sarawak, and Brunai, and that the treaty of 1824 is held in England not to apply to Borneo.

# SAVING LIFE AT SEA.

The Merchant Shipping (Life Saving Appliances) Bill has again been considered by the Grand Committee on Trade. Mr. A. O'Connor took the chair, and nearly 30 members attended.

On the first clause, which provides that every British ship must be provided with such boats, life-jackets, and other appliances as may be best adapted for securing the safety of her crew and passengers, Mr. Craig-Sellar moved that regard should be had to the avoidance of undue encumbrance on deck. The amendment was unanimously agreed to.—Mr. Craig-Sellar then proposed that the consulative committee to be appointed under Clause 2 should be empowered, not only to advise the President of the Board of Trade respecting rules to carry out the object of the Bill, but also to frame rules themselves.—Sir M. Hicks-Beach suggested the substitution of the word "preparing" for "framing," and this alteration was unanimously adopted and inserted in the clause.—The following words, already provisionally placed in the Bill, were unanimously confirmed: "There shall be paid to members of the committee out of the Mercantile Marine Fund such travelling and other allowances as the Board of Trade may from time to time fix."—Mr. T. Sutherland proposed that any rules framed under the Bill should need the approval of the House of Commons, instead of being simply required, as provided by the third clause, to be for 40 days before both Houses. Arguing that the subject of life-saving appliances was too difficult to be disposed of by the President of the Board of Trade with the assistance of a committee, he pointed out that pleasure ships like those on the Clyde and running from Liverpool to the Isle of Man, emigrant ships and Channel steamers could not possibly carry sufficient appliances for the immense number of passengers whom they might have on board at once.—Sir M. Hicks-Beach opposed the amendment, remarking that if the Bill diminished the number of passengers that vessels sometimes carried, it would be a great public benefit. (Hear.)—Mr. Chamberlain, on behalf of the hardest-worked body in the kingdom, namely the House of Commons, strongly objected to the amendment.—Mr. H. Vincent, Mr. Gourley, Mr. Whitley, Mr. J. Bolton, Sir J. Corry, Mr. W. Sinclair, Mr. Baring, and Mr. Tomlinson having spoken, the amendment was rejected by 20 votes to six.—Clauses 4 to 10 were passed without amendment.—At the instance of Sir M. Hicks-Beach several amendments were made with reference to the constitution of the consulative committee, which it was agreed should consist of shipowners selected by the Chamber of Shipping, the Glasgow Shipowners' Association, and two Liverpool associations, shipbuilders chosen by the Institution of Naval Architects, practical navigators nominated by shipmasters' societies, able seamen selected by seamen's societies, and persons selected by the committees of Lloyd's, Lloyd's Register Society, and the Institute of London Underwriters.—The Bill was then ordered to be reported to the House of Commons.

**WORK STOPPED AT HELL GATE.**—The operations for the removal of the Flood Rock obstructions from the East River Channel at Hell Gate, New York, have been suspended for lack of funds, the appropriation having been exhausted. During the year ending with the cessation of the work the new channel has been widened by about 60ft., with a cut about 26ft. deep, and something over an acre of the eastern end of the shattered reef has been removed to the same depth. Work will not be resumed until the Appropriation Bill now pending before Congress shall have been passed, and the amount available for this purpose shall have been determined by the Secretary of War. A great deal of work yet remains to be done. Flood Rock, the Gridiron, and the Hen and Chickens, in shattered masses, still obstruct the channel. It is stated that, although the rock was all thoroughly loosened by the great explosion nearly three years ago, the fragments have settled and packed in such a manner that surface blasting needs occasionally to be resorted to to loosen the rocks so that the grappling hooks of the dredge can readily take hold of it.—*Iron.*

# OUTWARD BOUND.

The following Ships will Sail :—

**FROM LONDON.**  
To. Ship. Captain. Size. Dock.  
Algoa Bay—Annie Main, Black, B, 499, SWID  
Auckland—Waitangi, Leeman, B, 1123, SWID  
Bermuda—Lizzie R. Wilce, Beale, B, 155, WID  
Bermuda—Sir G. F. Seymour, Hollis, B, 267, WID  
Bombay, &c—Ganges (s), Stewart, B, 2143, RAD  
Bombay, &c—Govino (s), Brotherton, B, 1454, SWID  
Bombay, &c—Kangra (s), Ingram, B, 1469, RAD  
Boston—British Queen (s), Wills, B, 2277, VD  
Brahmad—Regina, Frederiksen, Dk, 139, VD  
Brisbane—Jumna (s), Burkitt, B, 3377, RAD  
Brisbane—Kingdom of Sweden, Cooper, B, 788, EID  
Cadiz, &c—London (s), Howes, B, 996, LD  
Cadiz, &c—Solis (s), Mercadel, S, 531, MD  
Calcutta—Bann, Cutting, B, 1667, EID  
Calcutta, &c—Bengal (s), Barrett, B, 2532, RAD  
Calcutta, &c—Chusan (s), Nantes, B, 2656, RAD  
Calcutta, &c—Narvarin (s), Bergemann, B, 2139, RAD  
Canterbury—Wellington, Cowan, B, 1247, EID  
Cape Town, &c—Taymouth Castle (s), Winchester, B, 1172, EID  
Cape Town, &c—Norham Castle (s), Robinson, B, 2722, EID  
Christiania—Albano (s), Dowse, B, 601, MD  
Danzic—Brunette (s), Trapp, G, 518, Union Tr  
Danzic—Professor Cantzler, Bussart, G, 253, Sheerness  
Demerara, &c—Cipero (s), Dorward, B, 908, LD  
Fiume, &c—Winestead (s), Nanscoven, B, 1362, MD  
Gothenburg—Bele (s), Ericsson, Sw, 850, MD  
Halifax—Mackay-Bennett (s), Le Faru, B, 1013, VD  
Helsingborg—Comely, Kock, D, 97, Gibb's Wf  
Helsingfors—Salamandern, Mattsson, Sw, 213 North-fleet  
Hobart, &c—Arawa (s), Stuart, B, 3268, RAD  
Königsberg, &c—Christian IX (s), Mollerup, D, 787, MD  
La Guayra—Indiana, Penwill, B, 289, WID  
Lancaster—Westbury, Poole, B, 493, WID  
Marseilles, &c—Guadalupe (s), Sicard, F, 1723, RAD  
Melbourne—Carlisle Castle, Low, B, 1457, EID  
Melbourne—Eurasia, Parkes, B, 1825, SWID  
Melbourne—Flying Venus, Kerr, B, 1660, SWID  
Melbourne—Ivanhoe, George, B, 1383, SWID  
Melbourne—M'Diarmid, Scotti, It, 1560, SWID  
Melbourne—Orissa, Quail, B, 1119, SWID  
Melbourne—Rossdhu, Fleming, B, 1321, EID  
Melbourne—Sobraon, Parkes, B, 2131, SWID  
Napier—Waimea, Pottinger, B, 818, SWID  
Nelson, &c—Asterion, Collingwood, B, 509, EID  
New York—Erin (s), Tyson, B, 2843, RAD  
New York—Harvest Queen, Blagdon, B, 2020, Charlton Bys  
New York—Holland (s), Foote, B, 2419, RAD  
New York—N B Morris, Smith, B, 699, Northfleet  
New York—Nimbus, Smith, B, 1222, Thameshaven  
New York—Persian Monarch (s), Irvin, B, 2569, MD  
Odesa, &c—Engadine (s), Morris, B, 853, VD  
Otago—Canterbury, M'Millan, B, 245, EID  
Palermo, &c—Miranda (s), Keys, B, 736, LD  
Palermo, &c—Tern (s), Coles, B, 609, SWID  
Para—Sophie & Nicoline, Michelsen, N, 243, WID  
Para—Zara, Ceaton, B, 258, WID  
Pernambuco—Margarethe, Gwald, G, 241, WID  
Philadelphia—Aneroid, Crosby, B, 983, river  
Philadelphia—Martha Cobb, Crosby, Am, 1249, MD  
Philadelphia—Montana (s), Williams, B, 1849, TD  
Port Natal—Broderne, Baumann, D, 215, LD  
Port Natal—Gazelle, Munro, B, 336, LD  
Port Natal—Matabele (s), Melville, B, 1005, LD  
Port Natal—Salado, M'Bryde, B, 442, St KD  
Riachuelo—Christina, Andersson, Sw, 530, WID  
Riga—Gozo (s), Johnston, B, 656 MD  
Riga—Orion, Grunberg, G, 519, SCD  
Riga—Sappho (s), Smith, B, 722, MD  
Rio Janeiro, &c—Sollerino (s), Molino, It, 1462, VD  
Rosario—Ophir, Jarovitch, Aus, 266, LD  
St John's (NF)—Sanbean (s), Woolgar, B, 195, LD  
St Petersburg—Omega (s), Burdes, B, 673, MD  
St Thomas (WI)—Ane Cathrine, Warrer, D, 178, LD  
Shanghai, &c—Glenogle (s), Duke, B, 2000, SWID  
Shanghai, &c—Hydaspes (s), Thompson, B, 1899, RAD  
Shanghai, &c—Nestor (s), Thompson, B, 1299, RAD  
Stettin—Liban (s), Nicolai, G, 458, MD  
Stockholm, &c—Allegro (s), Almgreen, Sdn, 809, MD  
Sydney—Macquarie, Goddard, B, 1867, EID  
Sydney—Rodney, Barrett, B, 1446, EID  
Sydney—Shenir, Stirling, B, 1173, EID  
Sydney—Wanganui, Colville, B, 1077, SWID  
Sydney, &c—Britannia (s), Murray, B, 3145, RAD  
Sydney, &c—Gulf of Venice (s), Swan, B, 1964, VD  
Sydney, &c—Liguria (s), Dixon, B, 2993, TD  
Sydney, &c—Meropie, Thomas, B, 1053, EID  
Sydney, &c—Rosetta (s), Brady, B, 2153, RAD  
Sydney, &c—Valetta (s), Orman, B, 2796, RAD  
Townsville—Lady Douglas, Keen, B, 694, EID  
Valparaiso—West Australian, Thomas, B, 600, LD  
Wellington—Invencigill, Mr, B, 125, EID  
Yokohama—Benvenue (s), Potter, B, 1497, SWID  
Yokohama—Glamorganshire (s), Davies, B, 1843, RAD

## FROM LIVERPOOL.

Adelaide—Castle Holme, 996, Bryce, WpgD  
Africa (WC)—Calabar (s), 1126, Keene, CobD  
Africa (WC)—Cameroon (s), 1185, Turnbull, CobD  
Alexandria—Suppich (s), 892, Neate, GtnD  
Alexandria—Liquian (s), 1017, Ellis, HkND  
Alexandria, &c—Palm (s), 1393, Worthington, Wld  
Astoria, &c—Archer, 764, Dawson, Wld  
Bahia—Halley (s), 1210, Holt, HkND  
Bahia—Ptolemy (s), 891, Ledward, HkND  
Bahia Blanca—W W Lloyd, 243, Griffiths, AD  
Barbadoes, &c—Bernard Hall (s), 1739, Alexander, SdnD  
Barbadoes, &c—West Indian (s), 1277, Bertie, SdnD  
Barcelona, &c—Rivers (s), 400, Asqueta, QD  
Bay Verte—Aftenstjernen, 506, Hansen, GtnD  
Bay Verte—Elida, 664, Naess, GtnD  
Bay Verte—Olga, 562, Jensen, BbkD  
Bombay—Clan Sinclair (s), 1911, Kewley, MphD  
Bombay—Eden Hall (s), 2553, Millard, BkD  
Bombay—Merton Hall (s), 2646, Hughes, MphD  
Boston—Michigan (s), 3240, Walters, AlxD  
Boston—Pavonia (s), 3489, M'Kay, AlxD  
Brass, &c—Kisanga (s), 923, Thompson, QD  
Brisbane—Sabrina, 767, Dyer, SD  
Buenos Ayres—Activ, 706, Andersen, GtnD  
Buenos Ayres—Elena, 790, Gerber, StD  
Buenos Ayres—Joseph, 687, Wroldsen, PD  
Buenos Ayres—Mercator, 293, White, GtnD  
Calcutta—City of Oxford (s), 2572, Miller, MphD  
Calcutta—Electrician (s), 1916 Reynolds, MphD

To Ship. Size. Captain. Dock.

Calcutta—Glenmorag, 1576, Currie, AlxD  
Calcutta—Munceaster Castle, 2037, Valentine, BkD  
Calcutta—Parthenope, 1563, Heal, BkD  
Calcutta—Star of France, 1569, Wilson, BkD  
Calcutta—Clan Drummond (s), 1911, WayD  
Callao—Phonozia, 764, Brane, BkD  
Cette, &c—Tinto (s), 693, Wearing, B-MD  
Christiania—Sleipner (s), 628, Jansson, GtnD  
Constantinople, &c—Kedar (s), 1215, Fenwick, HkND  
Constantinople, &c—Osiris (s), 1224, Easterbrook, HkND  
Constantinople, &c—Pharos (s), 1448, Wilcox, HkND  
Coquimbo, &c—Beechdale, 792, —, SD  
Corfu, &c—Flavian (s), 1398, Fry, HkND  
Cronstadt—Therese, 635, Wang, HkND  
Dalhousie—Carl Johan, 576, Gautesen, CanD  
Demerara—Ravensdale (s), 716, Sawyer, WpgD  
Elsinore—Anne, 149, Jensen, GtnD  
Fiume, &c—Aleppo (s), 1386, Ferguson, HkND  
Fredrickstadt—Courier (s), 370, Torresen, GtnD  
Genoa—Emanuele Mainetto, 1008, Rixi, GtnD  
Gibraltar—General Elliott (s), 880, Davidson, GtnD  
Gothenburg—Bifrost (s), 861, Von Below, BD  
Guanta (Venezuela)—Rask, 191, Bil, BkD  
Halifax—Doone, 338, Folkildsen, GtnD  
Havana, &c—Eduardo (s), 1246, Larauri, HkND  
Havana, &c—Francisco (s), 1839, Cirarda, HbyD  
Havana, &c—Pedro (s), 765, Garteiz, HkND  
Higo, &c—Regal (s), 1638, Davies, MphD  
Honolulu—Dunscore, 999, Hind, SD  
Iceland—Charlotte, 64, Jensen, KD  
Iceland—Thor, 70, Hansen, KD  
Iquique—Ellenbank 1425, Frew, B-MD  
Isafjord (Iceland)—Erling, 113, Odland, GD  
Jacobstad—Rapide, 544, Marklund, GtnD  
Kallundborg—Ture, 171, Johansson, PD  
Lima—Aranco, 572, Blatchford, PD  
Lima—Elizabeth, 824, Green, BkD  
Lima—Keir, 986, Tozer, BkD  
Lisbon, &c—Castilian (s), 397, Gilbert, HkND  
Maraham—Braganza (s), 754, Hendy, BD  
Melbourne, &c—Carlisle, 1120, Arendrup  
Melbourne, &c—Dynamene, 1899, Williams, WD  
Melbourne, &c—Scottish Hills, Steel, 2068, VD  
Montevideo—Chrysolite, 1311, Rodseth, CanD  
Montevideo—Julia, 1076, Bremner, SdnD  
Montevideo, &c—Bellaura (s), 1769, Moppet, HkND  
Montevideo, &c—Bellena (s), 1770, Blacklock, HkND  
Montevideo, &c—Ranmoor (s), 1303, Leisk, Wld  
Montevideo, &c—Sicily (s), 1078, Harbord, Wld  
New Orleans—Orator (s), 849, Jones, BD  
New York—Aurania (s), 4029, Hains, AlxD  
New York—City of Chester (s), 2943, AlxD  
New York—Republic (s), 2186, Davison, AlxD  
New York—The Queen (s), 2371, Healey, AlxD  
New York—Wisconsin (s), 2336, Bentley, AlxD  
Newfairwater, &c—Black Sea (s), 581, Morrow, Gtn D  
Old Calabar—Ignatz Broom, 221, Rasmussen, GD  
Oporto—Gomes V (s), 456, D'Azevedo, GD  
Palermo, &c—Vito (s), 851, Trinick, Wld  
Para, &c—Portuense (s), 939, Hew, BD  
Pernambuco, &c—Sculptor (s), 893, Adthead, BD  
Philadelphia—Bengore Head (s), 1602, Brady, HkND  
Philadelphia—Jennie Parker, 997, Barker, HkND  
Philadelphia—Lord Clive (s), 2206, Urquhart, LtnD  
Porsgrund—Jernaes, 283, Jarandsen, SD  
Portland (O), &c—City of Carlisle, 823, M'Kechnie, SD  
Port Natal—Troubadour, 295, Gahrs, PD  
Porto Rico, &c—Arechibo (s), 1322, Mendialdua, B-MD  
Porto Rico, &c—Cataluna (s), 2251, Jaureguizar, LtnD  
Porto Rico, &c—San Juan (s), 1445, Laracondequi, B-MD  
Pugwash—Sarah, 569, Mathiesen, QD  
Quebec—Juno, 999, Simonsen, BbkD  
Quebec—St Albans, 1247, Linthard, CanD  
Quebec, &c—Lake Ontario (s), 2922, Campbell, AlxD  
Quebec, &c—Sardinian (s), 2571, Ritchie, AlxD  
Quebec, &c—Toronto (s), 2166, M'Auley, AlxD  
Rangoon—Angela, 871, Mazzino, PD  
Rangoon—Gio Batta Barabino, 824, Gazzola, BkD  
Riachuelo—Marie and Kathe, 419, Lass, CngD  
Riachuelo—Mary, 417, Jenkins, PD  
Rio Grande—Polux, 146, Buss, PD  
Rio Grande—Johanne, 145, Jessen, PD  
Rio Janeiro—Annot Lyle, 1246, Duncan, B-MD  
Rio Janeiro—Tell, 277, Olsen, PD  
Rio Janeiro—Donati (s), 887, Austin, HkND  
Rosario—Bams, 303, Andreasen, PD  
Rosario—Kjartan, 327, Andersen, PD  
St John (NB)—Everest, 1680, Hibbert, BbkD  
St John (NB)—Lizzie Wright, 933, Wells, GtnD  
San Francisco—Charles Cotesworth, 1031, Kitchen, SD  
San Francisco—City of Florence, 1199, Leask, SD  
Santander, &c—Elena (s), 412, Aiguere, CobD  
Santander, &c—Nieta (s), 662, Sustacha, CobD  
Santos—Gilead, 431, Olsen, PD  
Seville, &c—Moratin (s), 501  
Shanghai, &c—Antenor (s), 1376, Grier, MphD  
Shanghai, &c—Hector (s), 1589, Batt, BkD  
Shanghai, &c—Priam (s), 1402, Jackson, BkD  
Shanghai, &c—Prometheus (s), 1597, Webster, MphD  
Shediac—Konkordia, 437, Nielsen, CanD  
Stockholm, &c—Brackley (s), 541, Turnbull, B-M D  
Sundswall—Vanadis, 322, Christensen, CanD  
Svendborg—Arken, 183, Boye, PD  
Sydney—Alice Platt, 1089, Jones, WD  
Sydney—Cashmere, 1245, Thompson, QD  
Talcahuano—Gallovidian, 399, Price, PD  
Tarragona, &c—Elvira (s), 677, Aspm, CobD  
Tarragona, &c—Francoli (s), 788, Idoyaga, CobD  
Tarragona, &c—Rita (s), 878, Arroape, CobD  
Tarragona, &c—Sofia (s), 479, Anzorandia, CobD  
Valparaiso—Cape Clear, 852, Norman, SD  
Valparaiso—Golden Gate, 898, Collins, SD  
Valparaiso, &c—Aurncania (s), 1896, Waddiloke, MphD  
Veile—Union, 152, Rasmussen, KD  
Wellington, &c—Jesse Readman, 961, Gibson, PD  
West Bay—Hypatia, 896, Thommesen, CanD  
Westerwik, &c—Condor, 316, Svensen, —  
Wyburg—Arne, 418, Eriksen, CanD  
Wyburg—Eros, 285, Petersen, BkD  
Wyburg—Frigga, 267, Bang, KD

## FROM GLASGOW.

Adelaide—Amoy, 994, Crouch.  
Alexandria—Klyde (s), 1022, Care  
Bilbao—Edward Williams (s), 470, Limond  
Bombay—Clan Macdonald (s), 1713, Roll  
Bombay, &c—Arabia (s), 2315, Laird  
Bombay, &c—Asia (s), 2320, —  
Bombay, &c—City of Canterbury (s), 2109 Gray  
Bombay, &c—Clan Munroe (s), 1437, Miller  
Boston—Hibernian (s), 1873, Brown  
Boston—Phenician (s), 1552, Brown  
Brisbane—Durisdeer, 989, Sinclair

To	Ship.	Size.
Brisbane—Linlithgowshire, 1357, Stott		
Calcutta—City of Cambridge (s), 2473, Marr		
Calcutta—Clan Buchanan (s), 1913, Muller		
Calcutta—Hesperia (s), 1982, Lindquist		
Calcutta—Roumania (s), 2207, Hillcoat		
Cape Town, &c—Clan Forbes (s), 1591, —		
Cape Town, &c—Clan Ranald (s), 1339, Miller		
Cape Town, &c—Clan Stuart (s), 1355, Lowe		
Christiana—Sleipner (s), 729, Janssen		
Colombo, &c—Clan Mackenzie (s), 1930, Wilson		
Demerara, &c—Aroana (s), 1720, Strickland		
Dunedin—Helen Denay, 723, James		
Gothenburg—Bifrost (s), 800, Von Balow		
Guayaquil—Musca, 699, Oltmann		
Halifax, &c—Halifax (s), 1600 Hill		
Havana, &c—Fort William (s), —, —		
Hio, &c—Crown of Arragon (s), 2281, —		
Kurrachee, &c—China (s), 1394, Fletcher		
Kurrachee, &c—Cuba (s), 1372, Hoseason		
Kurrachee, &c—Lycia (s), 1307, —		
Leghorn, &c—California (s), 2214, —		
Leghorn, &c—Renfrewshire (s), 506, Lawrensen		
Malta, &c—Stefanie (s), 855, Gotthardt		
Malta, &c—Tizza (s), 1816, Zambelli		
Mauritius—Giuseppe Accame, 472, —		
Melbourne—Loch Eive, 1235, Stewart		
Melbourne—Loch Long, 1200, Martin		
Melbourne—Loch Shiel, 1218, Radford		
Melbourne—Tinto Hill, 2066, Hall		
Montevideo, &c—Lucerne (s), 1252, —		
Montreal, &c—Alcides (s), 2244, Rolls		
Montreal, &c—Circe (s), 1610, Crighton		
Montreal, &c—Cynthia (s), 1410, Taylor		
Montreal, &c—Siberian (s), 2559, Moore		
Montreal, &c—Norwegian (s), 2395, Carruthers		
New York—Circassia (s), 2770, Campbell		
New York—Devonia (s), 2772, Craig		
New York—Ethiopia (s), 2604, Wilson		
New York—Furnessia (s), 3613, Hedderwick		
New York—State of Georgia (s), 1507, Moodie		
New York—State of Indiana (s), 1498, Ritchie		
New York—State of Nebraska (s), 2577, Braes		
New York—State of Pennsylvania (s), 1568, Mann		
Oporto, &c—City of Lisbon (s), 389, Kelly		
Philadelphia—Scandinavian (s), 1967, Park		
Philadelphia—Waldensian (s), 1407, Dalziel		
Quebec, &c—Concordia (s), 1617, Maclean		
Rangoon—Amarapora (s), 2517, Currin		
Rangoon—Arracan (s), 1800, Dunbar		
Rangoon—Tenasserim (s), 1755, Pagan		
San Francisco—Fung Fui, 1000, Newell		
Sydney—Corryvreckan, 1299, Goudey		
Sydney—Pass of Balma, 1500, Hay		
Sydney, &c—Buteshire, 1900, M'Gibbon		
Sydney—Pitcairn Island, 1500, —		
Sydney—Port Carlisle, 1330, —		
Valparaiso—Esmeralda, 730, Blair, Cree		
Valparaiso, &c—Liddesdale (s), 2000, —		
Victoria (BC)—Islander (s), 1600, Robertson		
Yokohama—Kaisow (s), 2959, —		

## FROM CARDIFF.

Acapulco—Indiana, 1413, Morrison	
Aden—Lisnacrive (s), 1831, Williams	
Aden—Beduin, 1276, Robson	
Algoa Bay—Royal Tar, 717, Grewe	
Ancona—Cromer (s), 2083, Lord	
Archangel—Georg (s), 558, Reins	
Bahia—Holding, 406, Ritchie	
Bahia—Mary Jane, 128, Sprague	
Bahia—Sultana, 812, Mosher	
Bilbao—Prince Soltykoff (s), 893	
Bombay—Sierra Lucina, 1634, Murdoch	
Brindisi—Potomac (s), 1198, Atkinson	
Buenos Ayres—Alfredo, 411, Di Guidi	
Buenos Ayres—Fidelta, 628, Fasce	
Buenos Ayres—Fratelli Gazzolo, 614	
Buenos Ayres—Hereward, 760, Hegen	
Buenos Ayres—Rosa C, 586, —	
Buenos Ayres—Rosa Rocca, 688, Repetto	
Buenos Ayres—Sirena, 568, Cosulich	
Buenos Ayres—Triton, 465, Witt, Martin	
Calders—St. Kilda, 1028, Seelye	
Campana—Imanada, 460, Ribbe	
Cape Town—Cardiff, 1034, Haggia	
Cape Town—Giuseppe Emanuele, 521, Olivari	
Cape Town—Stalwart, 1545, Cann	
Cape Verde—Blue Jacket (s), 1439, Webb	
Cape Verde—Demetra, 428, Schromm	
Cape Verde—Sapphire (s), 1348, Robertson	
Colombo—Bombay (s), 2044, Inch	
Colombo—Helicon, 1565, Herrenbrodt	
Colombo—Forest Hall (s), 1999, Homewood	
Colombo—President Gardiel (s), 1288, Cartmer	
Colon—Montauk (s), 1533, Jenkins, Gray	
Corunna—Arbitrator, 183, Bentley	
Corunna—Clara, 177, —, Manzanos	
Demerara—Ituni (s), 779, Young	
Ensenada—Richard Hutcheson, 767, Brown	
Ensenada—Victor, 63, Jensen	
Falkland Islands—Taikun, 326, Bertelsen	
Ferrol—Pauline et Marie, 119, Stephany	
Frey Bentos—Perseide, 380, Olivari	
Galle—Khalif (s), 1491, Nash	
Genoa—Thornycroft (s), 1122, Pudsey	
Genoa—Scots Greys (s), 1194, Hogan	
Halifax—Codan, 405, Johansen	
Imbetiba—Triton, 219, Jorgensen	
Iquique—Ben Douran, 1871, Johns	
Iquique—Lady Penrhyn, 815, Thomas	
Jamaica—Courrier du Pacifique, 730, Angerone	
Kingston (Jam)—Sidney, 668, Lundh	
Macassar—De Mari Marcellio, 896, Gazzolo	
Madeira—Mary Classen, 182, Evans	
Maranham—Candace, 383, Johannsen	
Marseilles—Fortunatus (s), 587, Hardy	
Mauritius—Sierra Cordova, 1429, M'Laure	
Mauritius—Sierra Estrella, 1435, M'Master	
Montevideo—Adelaide, 596, Basso	
Montevideo—Caroline, 1175, Jorgensen	
Montevideo—Earl Burgess, 1749, —	
Montevideo—Frederik Stang, 991, Uckermann	
Montevideo—Gann, 1104, Sivertsen	
Montevideo—Ides, 494, Gliamas	
Montevideo—Latona, 1031, Marconini	
Montevideo—Minnie Burrill, 1465, Cain	
Montevideo—Nettie Murphy, 1373, Cosman	
Montevideo—Undine, 796, Coboevich	
Montevideo—Prince Rupert, 11636, Maglay	
Naples—Dunedin (s), 1418, Cumming	
Naples—Vesta (s), 647, Berry, Cory	
Odessa—Evelyn (s), 1465, Morris	
Odessa—Harville (s), 1140, Battrum	

To	Ship.	Size.
Odessa—Mercia (s), 1074, Taylor		
Palma (Majorca)—Antonia, 353, Castro		
Palma—Paquito, 307, Fernandez		
Panama—Argosy, 1061, Craigen		
Para—Apotheker Diezing, 387, Staht		
Perim—Liburn Tower (s), 1891, Purse		
Port Said—Picton (s), 1561, Brown		
Port Said—Bernicia (s), 1701, Jones		
Port Said—East Anglia (s), 1477, M'Dowell		
Port Said—Principia (s), 1789, Massam		
Port Said—Rossini (s), 915, Airey		
Punta Lara—Dora Ann, 583, Lloyd		
Rangoon—Nicolo Accame, 1371, Boccone		
Rio Janeiro—Annie Burrill, 897, Haines		
Rio Janeiro—China, 730, Erikson		
Rio Janeiro—Eastern Light, 1243, Olsen		
Rio Janeiro—Homewood, 1135, Claverness		
Rio Janeiro—Leopold von Vangerow, 1086, —		
Rio Janeiro—Magdala, 1172, Pettersen		
Rio Janeiro—Magnolia, 998, Davies		
Rio Janeiro—Mathilda, 1795, Hansen		
Rio Janeiro—Riverside, 1173, Langdon		
Rio Janeiro—St George, 1498, Thorsen		
Rio Janeiro—Thekla, 1479, Hansen		
Rio Janeiro—Toivo, 944, Torgensen		
Rosario—Columba, 508, Stagno		
Rosario—Hector, 498, Parker		
Rosario—Luchina C, 506, Repetto		
St. Vincent—Duppel, 438, Reelle		
San Francisco—Bohemia, 1563, Trask		
San Francisco—Carnarvonshire, 1227, Roberts		
Santos—Emigrant, 579, Aalholm		
Santos—Rebus, 665, Irgens		
Santos—Roska, 1172, —, Barnes		
Santos—Ydun, 582, Olsen		
Singapore—Andree Rickmers, 1419, Oortgiese		
Singapore—Ellen Rickmers, 1369, Neelen		
Singapore—Fedele Amore, 1295, Lamberti		
Singapore—Hedwig, 898, Warnken		
Singapore—Madeleine Rickmers, 1276, Dirks		
Singapore—Schaffino, Padre, 773, Schiaffino		
Singapore—Willy Rickmers, 802, Bruhn		
Singapore—R. C. Rickmers, 1063, Andresen		
Singapore—Renee Rickmers, 1985, Hess		
Tarragona, Luz, 396, —		
Tarragona—Ro-a, 325, Lorens		
Trapani—Trewidden (s), 824, Stevens		
Venice—Guido Rosa, 524, Olivari		
Vera Cruz—Emile Postel, 1089, Sourio		
Vera Cruz—Legislator (s), 1947, Jackson		

## FROM HULL.

Bjorko—Salo, 426, Raussi	
Buenos Ayres—Carmelina, 871, Olivari	
Carlskamm—Alina, 335, Bruse	
Carlskamm—Mercur, 333, Brandt	
Eshbjerg—Holland (s), 284, Hansen	
Gefle—Gevalia, 669, Sjostrom	
Gefle—Inn & Sohn, 279, Rohde	
Genoa—Vittoria, 410, Basile	
Konigsberg, &c—Elizabeth (s), 696, Turnbull	
Libau—Odin (s), 352, Jensen	
Libau—Solve (s), 299, Balkenhausen	
Lisbon—Cabo Verde (s), 1469, Tito	
Melbourne—Duntrune, 1488, Littlejohn	
Neder Calix—Dauntless (s), 1098, Goldsworthy	
Newfairwater—Hevelius, 374, Busfert	
Reval, &c—Una (s), 839, Usher	
Reval—Essex (s), 943, Kershaw	
Riga—Cairo (s), 1112, Elliott	
St. John's (NF)—G. C. Gradwell, 146, Burnitt	
St. Petersburg—Parana (s), 102, T. Law	
Stockholm—Thurso (s), 628, Johnston	
Stockholm—Severn (s), 431, Peters	
Svendsborg—Thomas Michael, 215, Eicken	
Ystad—Amalie, 327, Kukken	

## FROM NEWCASTLE.

Buenos Ayres, Bonanza, 534, Knudsen	
Cron-tadt—Scotia, 413, Petersen	
Dram—Jenny, 142, Tonnerre	
Helsingfors, Anna, 493, Moller	
Horsens—Greve Friis, 175, Jensen	
Memel—Hampton (s), 1382, Page	
Mesane—Allendale (s), 569, Thompson	
Montevideo—Tri Sina, 839, Veich	
Stego—Ceres, 118, Nielsen	
Stego—Hiram, 166, Jensen	
Stego—Varde, 127, Andersen	
Swinemunde—Horace, 1059, Dalziel	
Villaricos—Bucephalus, 1056, Nicholson	

## FROM NEWPORT.

Bombay—Thorndale (s), 1970, Etherington	
Buenos Ayres—Flora, 742, Halvetsen	
Buenos Ayres—Margherita, 498, Trapani	
Buenos Ayres—Solveig, 602, Giersten	
Buenos Ayres—Verena, 418, Nielsen	
Castro—Core Maria (s), 835	
Castro—Sailor Prince (s), 824	
Catania—Roseville (s), 1085, Jager	
Cape Verde—Atlantic, 465, Jager	
Civita Vecchia—Hester (s), 1069, Wilson	
Colon—Silo, 377, Pedersen	
Constantinople—Mari Vagliano (s), 947	
Faro—Fils Unique, 139, Leveux	
Galatz, &c—Kathleen (s), 2098, Storm	
Jamaica—Chancellor (s), 1377, Lynas	
La Trinité (WI)—Excelsior, 451, Longobardo	
Lisbon—Farnley Hall (s), 606, Struth	
Martinique—Marie Kuyper, 361, Maas	
Martinique—Varuna, 257, Andersen	
Palermo—Horden (s), 1067	
Para—Chatsaubrand, 278, Labour	
Para—Daisy, 461, Lewis	
Paysandu—Jas D Fisher, 173, Carrey	
Paysandu—Sabrina, 516, Bull	
Rio Janeiro—Cashier, 1379, Telfer	
Rio Janeiro—Mary Hasbrouck, 732, Ludvig	
Rosario—Emma G. Scammell, 530, Kirstead	
Rosario—Prudente, 440, Mortola	
Rosario—Sigrid, 574, Olsen	
Rosario—Teresa Madre, 478, Gazzolo	
Santos—Johan Hansen, 595, Anderson	
St. Vincent (CV)—Finsbury (s), 1229, Graystones	

## FROM SUNDERLAND.

Almeria—Aberdeen (s), 685, Turner	
Buenos Ayres—Hans Nielsen Hauge, 454, Christoffer-	
sen	
Carlskrona—Gothard, 253, —	
Carlskrona—Regine, 228, Bjornstadt	

To	Ship.	Size.
Colberg—Terwisch, 184, Fries		
Dantzic—Paul Gerhard, 247, Papist		
Gefle—Agnes, 197, Larsson		
Huelva—Sunbeam, 112, Mortley		
Malmö—Vista (s), 477, Hasselquist		
Memel—Wolfgang, 196, Gentzen		
Moss—Walter, 148, Nasse		
Odense—Nanna, 157, Paulsen		
Port Piri—The Frederick, 812, Clark		
Riga—Leonhard, 179, Johansen		
Rodvighavn—Wik, 171, Andersen		
Stralsund—Georg and Adolph, 293, Rung		
Valparaiso—Deanfield, 1072, —, Lumsden		

## FROM SWANSEA.

Algoa Bay—Douglas Castle, 678, Brandi	
Algoa Bay—Herbert, 1307, Johnson	
Algoa Bay—Lord Clyde, 500, Mabeth	
Buenos Ayres—Camling, 657, Matthews	
Cape Town—Leon Pancello, 723, Mortola	
Ensenada—Comorin, 835, Johnson	
Genoa—Indus, 1111, —	
Little Bay (NF)—Azenoria, 167, Mason	
St Paul de Loando—Prince Alfred, 531, Bennett	
Santa Fe—Nuova San Giuseppe, 282, —	
Savona—Pensa al Domani, 609, Basso	
Tucacas—Edgar, 435, Sneller	
Valparaiso—Llewellyn, 498, Jones	
Wilmington—Hilma, 901, Cronberg	

## HOMeward BOUND SHIPS.

Alicia s, left Havana June 28	for Liverpool
left Cienfuegos July 8	
Ayana, left Quebec July 3	for Liverpool
Australian s, left Vera Cruz July 19	for Liverpool
Asia s, left Bombay July 24	for Liverpool
Aceonagua, left Callao May 18	for Liverpool
Adriatic s, left New York July 25	for Liverpool
Auran'a s, left New York July 28	for Liverpool
Arklow, left St. John, N.B., July 10	for Liverpool
Anstriana, clrd at Darien, (a), July 21	for Liverpool
Ailsa, left Demerara June 27	for Liverpool
Ann and Jane Pritchard, left Altona July 23	for Liverpool
Arica, left Callao March 6	for Liverpool
at Salaverry March 8	
Armdia, left Calcutta May 3	for London
Altmore, left Calcutta April 23	for London
Andola, left Calcutta May 12	for London
Ashleigh Brook s, left Napier July 2	
left Rio Janeiro August 1	
Amphitrite, clrd at Singapore June 11	for London
left Penang July 25	
Aston Hall s, left Bombay July 27	for London
via Marseilles	
Avon, left Calcutta July 7	for London
Austral s, left Albany July 14	for London
left Suez August 3	
Abergeldie, left Sydney April 21	for London
Anita, left Limon June 8	for London
Aerangi s, left Lyttelton prev to July 27	for London
Aikshaw, left Port Pirie April 18	for Queenstown
Armillan, clrd at San Francisco April 24	for Q'town
Abercane, left Port Pirie May 1	for Queenstown
Argus, left St. Germain June 1	for Queenstown
Anna, left Zebu March 10	for Falmouth
left St. Helena July 12	
Apolline Emilie, left Valparaiso May 8	for Falmouth
Ardrvar, left Iquique April 26	for Falmouth
Athene, left Pisagua April 21	for Falmouth
Armenia, left Batavia June 6	for Falmouth
passed Anjer June 7	
Artiere Giovanni, left Buenos Ayres July 7	for Falmouth
Astrea, left Rosario June 21	for Falmouth
Alcides s, left Montreal August 3	for Glasgow
Araby Maid, left Port Pirie April 9	for Channel
Arcturus, clrd at Akyab April 23	for Channel
Albergo, clrd at Rangoon April 9	for Channel
Admiral Tegothoff, left Bassin April 20	for Channel
Affezione, left Bassin April 30	for Channel
A D Bordes, left Valparaiso May 23	for Channel
Arctic Stream, left Rangoon March 19	for Channel
at Port Elizabeth June 17	
Avanti, left Moulmein May 1	for Channel
Agnes Oswald, left Lyttelton July 10	for Channel
Aboukir Bay, clrd at San Francisco July 21	for Channel
Adelaide Mary, left Iquique June 1	for Channel
Aikshaw, left Port Pirie April 18	for Channel
Alma, left Rosario June 1	for Channel
Anna, clrd at Bassin April 2	for Channel
Avoti Savoie, left Rangoon March 23	for Channel
Alex Gibson, left Port Townsend	
March 21	for U Kingdom
Akara, left Rangoon March 28	for U Kingdom
Abernorn, left Port Pirie April 9	for U Kingdom
Arracan s, left Rangoon July 9, left	for U Kingdom
Suez August 5	
Amoor s, left Bangkok July 7	for U Kingdom
left Perth August 3	
Amy Dora s, clrd at Pensacola July 14	for Barrow
Aigburth, left Astoria May 15	for Cork
Astoria, left Port Townsend April 15	for Cork
Austin Friars s, left Bangkok August 3	for U Kingdom
Agatha, clrd at Wilmington July 10	for Fleetwood
spoken July 16, 35 N, 71 W	
Arlandcorrach s, left Coosaw July 25	for Londonderry
Andrea Papa, clrd at Pensacola July 3	for Newport
Athenian s, left Cape Town July 23	for Southampton

B	
Bacchus, left San Francisco June 8	for Liverpool
Bay of Panama, left Rangoon March 13	for Liverpool
left St. Helena June 28	
Bolan, left Calcutta April 27	for Liverpool
Bampton s, left Manila June 6	for Liverpool
passed Gibraltar August 1	
Bactria, left Calcutta June 6	for Liverpool
British Empire, left Pisagua April 13	for Liverpool
Bothwell, left San Francisco June 4	for Liverpool
Bruce, left Pensacola July 4	for Liverpool
British General, left San Francisco July 21	for Liverpool
Britannic s, left New York August 1	for Liverpool
British Prince s, left Philadelphia August 1	for Liverpool
Bertha, clrd at Parrsboro July 12	for Liverpool
Bessie Hamilton, clrd at Pensacola June 15	for Liverpool
Ballarat s, left Melbourne June 29	for London
left Malta August 3	

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## SHIPS.

for Liverpool

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Bravo, left Cienfuegos July 6 for London  
 Belair s, left St Kitts July 27 for London  
 to leave Barbados August 10  
 Bellerophon s, left Shanghai for London  
 left Suez July 31  
 Ballochmyle, left Calcutta July 21 for London  
 Balimba s, left San Francisco May 19 for Queenstown  
 Britannia, left San Francisco May 19 for Falmouth  
 Bernardino Bravo, left Iquique April 5 for Falmouth  
 Baldu, left Iquique July 18 for Falmouth  
 Barcelona s, left Montreal August 1 for Aberdeen  
 Bonan, left Rangoon April 7 for Channel  
 Barmester Schorer, clrd at Banjoewangie April 16 for Channel  
 at Alga Bay July 9 for Channel  
 Bolivia, clrd at Rangoon May 22 for Channel  
 Barranca, left Mauritius June 18 for Channel  
 Bedfordshire, left Pisagua April 23 for Channel  
 Bessel, left Milacore, S.A. June 1 for Channel  
 Beech Holm, left Port Pirie June 15 for Channel  
 Beatrice Supplich, left Monte Video April 23 for Channel  
 Bolivia, left Monte Video May 24 for Channel  
 Beresford s, left Bombay July 1 for Channel  
 left Suez about July 21 for Channel  
 Brahmin, left Port Wakefield June 15 for U Kingdom  
 Banfishire, left Wallaroo May 20 for U Kingdom  
 Brodrene, left Charleston July 20 for Middlesbro  
 Beltana, left Adelaide June 14 for Newcastle  
 Belle, clrd at Pensacola June 28 for Plymouth  
 Bonita, clrd at Pensacola June 28 for Troon

## C

Coventry Hall, left San Francisco March 4 for Liverpool  
 Cordillera, left Callao Feb 21 for Liverpool  
 at Huanacho April 15 for Liverpool  
 Cundahar, left Calcutta May 18 for Liverpool  
 City of Canterbury s, left Bombay July 7 for Liverpool  
 left Malta July 28 for Liverpool  
 Corolla, left San Francisco June 23 for Liverpool  
 Cuban s, left New Orleans August 2 for Liverpool  
 Capharnaum, left Boston August 4 for Liverpool  
 City of Ottawa s, left Quebec July 13 for Liverpool  
 Corinna, left Rosario June 2 for Liverpool  
 Cavier s, left Rosario June 19 for Liverpool  
 left St. Vincent, CV, July 30 for Liverpool  
 Crown of Denmark, clrd at San Francisco July 17 for Liverpool  
 Clan Macdonald s, left Bombay July 26 for Liverpool  
 left Aden August 5 for Liverpool  
 City of Chester s, left New York July 23 for Liverpool  
 Clement s, left Ceara July 28 for Liverpool  
 Camorian Monarch, left Port Pirie March 17 for Liverpool  
 Condor, left Cochinchina March 18 for Liverpool  
 via Havre, left St. Helena July 12 for Liverpool  
 Cyrenne, left Calcutta April 25 for Liverpool  
 Cuvier left Calcutta April 25 for Liverpool  
 County of Peebles, left Calcutta May 30 for Liverpool  
 Casapaglia s, left Manila July 1 for Liverpool  
 left Portm August 5 for Liverpool  
 Clan Mackenzie, left Calcutta July 4 for Liverpool  
 left Suez July 31 for Liverpool  
 County of Edinburgh, left Calcutta June 11 for Liverpool  
 Clan Macintosh s, left Calcutta July 13 for Liverpool  
 left Suez August 6 for Liverpool  
 Clan Gordon s, left Galle July 11 for Liverpool  
 left Suez August 2 for Liverpool  
 City of London s, left Calcutta July 18 for Liverpool  
 left Suez August 7 for Liverpool  
 Congella s, left Natal July 23 for Liverpool  
 City of Calcutta s, left Calcutta July 30 for Liverpool  
 Clan Matheson s, left Calcutta July 29 for Liverpool  
 left Colombo August 6 for Liverpool  
 Canada s, left New York July 28 for Liverpool  
 Conqueror, left Escomains about July 12 for Liverpool  
 Clan Stuart s, left Auckland for Liverpool  
 left Madras July 20 for Liverpool  
 Columbus, left Singapore April 5 for Liverpool  
 passed New Anjer April 27 for Liverpool  
 Centaur, left San Francisco Apr 13 for Queenstown  
 Cloacind, left San Francisco April 19 for Queenstown  
 Cloacind, left Mauritius April 26 for Queenstown  
 passed St. Helena July 1 for Queenstown  
 County of Caernarvon, left Astoria July 17 for Q'town  
 Chasca, left Corinto July 1 for Queenstown  
 Caricoa, left Tocopilla May 28 for Queenstown  
 Catherine, left Table Bay May 30 for Falmouth  
 via Ichaboe  
 Cynder, left Columbia River May 22 for Falmouth  
 Cesar, clrd at Buenos Ayres June 2 for Falmouth  
 Cesia, left Iquique June 10 for Falmouth  
 Concordia, left Rosario June 20 for Falmouth  
 Cudwgan, left Pisagua July 20 for Falmouth  
 Colorado, clrd at Bangor, Me, July 19 for Falmouth  
 Capella, clrd at Rangoon April 18 for Falmouth  
 County of Cardigan, left Akyab March 18 for Falmouth  
 Concordia, clrd at Rangoon April 9 for Falmouth  
 Cambria, left Moulmein April 21 for Falmouth  
 Conelia, left Valparaiso May 25 for Falmouth  
 California, left Banjoewangie April 17 for Falmouth  
 Calcutta, left Iquique June 7 for Falmouth  
 C. Boschetto, left Rangoon April 18 for Falmouth  
 Cechrina, left Pisagua July 8 for Falmouth  
 Carl Gustaf, left Kingston, J, June 26 for Falmouth  
 Citadel, left Bangkok prev to Aug 2 for Falmouth  
 Cambrian Queen, left Punta Lobos April 30 for Falmouth  
 Carrie Harvey, left Rio Grande June 23 for Falmouth  
 Castelar, clrd at Salt River June 21 for Falmouth  
 Cathcart, left Saigon July 24 for Falmouth  
 Chama, left Port Germein March 21 for Falmouth  
 left St Helena July 4 for Falmouth  
 Christine, left Mauritius April 6 for Falmouth  
 City of Canton, left Pisagua May 1 for Falmouth  
 Clara B, left Monte Video June 9 for Falmouth  
 Coet s, left Rosario June 27 for Falmouth  
 Cosmopolita, left Pisagua April 24 for Falmouth  
 Cressington, left Melbourne April 6 for Falmouth  
 Corinth, left Port Augusta April 20 for Falmouth  
 City of Lucknow, left Wallaroo April 2 for U Kingdom  
 passed Ascension June 3 for U Kingdom  
 Cassandra, left Port Augusta March 17 for U Kingdom  
 Cornelia, left Port Pirie April 12 for U Kingdom  
 passed St Helena July 12 for U Kingdom  
 County of Flint, left Port Wakefield Ap 26 for U Kdom  
 Cape Wrath, left Adelaide May 20 for U Kingdom  
 left Port Germein June 15 for U Kingdom  
 County of Merioneth, left Astoria June 21 for U K'dom  
 City of Sparta, left Rangoon July 1 for U Kingdom  
 Cochina, left Pisagua, July 8 for U Kingdom  
 Chittagong s, left Rangoon August 2 for U Kingdom  
 Chelica, clrd at Talcahuano June 19 for U Kingdom  
 Cromartyshire, left Calcutta July 7 for Bristol

City of Adelaide, left Miramichi July 16 for Belfast  
 City of Liverpool left Quebec July 21 for Cardiff  
 Collector, left Halifax July 22 for Dublin  
 Christine, left Wilmington June 15 for Goole  
 Chicago s, left Bombay for Hull  
 passed Gibraltar August 5  
 Clara Maria, left Port Royal June 25 for Sunderland

## D

Duchess of Edinburgh, left Rangoon April 9 for Liverpool  
 Danzy, clrd at Parrsboro, NS, July 5 for Liverpool  
 Dr Witte, clrd at Wilmington July 16 for Liverpool  
 Dunchin, left Cochinchina March 20 for London  
 via Havre Left Tellicherry April 22 for London  
 Duke of Buccleuch s, left Brisbane June 18 for London  
 left Samarang July 23 for London  
 Dorotha, left Hong Kong April 2 for London  
 passed Anier May 15 for London  
 Duchalburn, left Calcutta May 17 for London  
 Dorunda s, left Cooktown July 17 for London  
 left Batavia July 23 for London  
 Denbighshire s, left Shanghai July 23 for London  
 Duart Castle s, left Cape Town July 30 for London  
 via Madeira  
 Dunrobin, left New York July 21 for London  
 Delhies, left Calcutta August 2 for London  
 Duke of Athole, left Sydney May 23 for London  
 Dunphail Castle, left Barbados July 13 for London  
 Dunnerdale, left San Francisco for Queenstown  
 at Callao June 4 for Queenstown  
 Drott, left Rio Grande June 9 for Falmouth  
 Duple Singh, left Astoria April 13 for Falmouth  
 Derbyshire, left Bassein June 5 for Falmouth  
 Dora Ahrens, left Table Bay July 10 for Falmouth  
 Dygge, left Empedrado for Falmouth  
 Dundale, left Port Augusta May 10 for U Kingdom  
 Dunloe, clrd at Talcahuano June 22 for U Kingdom  
 Dr. melta, left San Francisco May 12 for Hull

## E

Excelsior, left St. John, NB, July 1 for Liverpool  
 Editor s, clrd at New Orleans July 29 for Liverpool  
 Equator, left Quebec July 12 for Liverpool  
 off Crane Island July 18 for Liverpool  
 Eusemere, left Calcutta June 6 for London  
 Enterpe, left Port Chalmers prior to May 4 for London  
 Eme, left Hong Kong March 19 for London  
 via Havre. Left St Helena June 26 for London  
 Emille, clrd at Trinidad July 3 for London  
 Essexes, left Albany May 18 for London  
 would leave Port Said July 26 for London  
 Eagle s, left Barbados July 20 for London  
 Earnock, left Adelaide April 24 for U Kingdom  
 left Wallaroo June 14 for U Kingdom  
 Earl Wemyss, left San Francisco May 29 for Queenstown  
 Edward Percy, left Iquique May 14 for Falmouth  
 Emeline Jenkin, left Rio Grande May 19 for Falmouth  
 Ednyfed, left Iquique August 2 for Falmouth  
 Earl Rosebery, left Port Broughton April 7 for U Kingdom  
 Elginshire s, left Rangoon July 2 for U Kingdom  
 left Suez August 6 for U Kingdom  
 Europa, left Bassein May 27 for Channel  
 Earlscurt, left Columbia River May 2 for Channel  
 Eldenhope, clrd at Rangoon April 30 for Channel  
 Erato, left Paysandu June 7 for Channel  
 Elise, left Mauritius June 1 for Channel  
 East Lothian, left Bassein July 10 for Channel  
 Elsa, left Salina July 19 for Channel  
 Endrick, left St. John, NB, July 18 for Clonakilly  
 Eurydice, clrd at St. John, NB, July 7 for Dublin  
 Easterhill, left Pisagua May 10 for Channel  
 Eastward, left Rio Grande June 15 for Channel  
 Edinburgh, left Port Pirie March 30 for Channel  
 spoken May 20, 23, S 44 E  
 Elioabeth Ahrens, left Iquique March 5 for Channel  
 Emille, left Bangkok for Channel  
 passed New Anjer May 15 for Channel  
 Esmeralda, left Rio Grande June 28 for Channel  
 Europa, left Rosario March 23 for Channel  
 Evelyn, left Portland O, May 12 for Channel  
 left Astoria May 13 for Channel  
 Eze s, left Bangkok prev to July for Channel  
 Explorer, left Pisagua May 26 for Channel  
 Ellisif, clrd at Pascagoula July 16 for Channel  
 Edmund Kaye, clrd at Quebec July 24 for Newcastle  
 Eliza Everett, clrd at Pascagoula July 18 for S'hampton  
 Ebba, clrd at Campbellton, NB, July 13 for Sharpness

## F

Flintshire, left San Francisco April 21 for Liverpool  
 Forganhall, clrd at Quebec July 4 for Liverpool  
 Falls of Clyde, left San Francisco July 31 for Liverpool  
 Fiery Cross, left Port Pirie April 30 for Queenstown  
 Fifehire, left San Francisco May 23 for Queenstown  
 F. S. Ciampa, left San Francisco June 29 for Queenstown  
 Frithjof, left Zarate June 2 for Falmouth  
 Fano, clrd at Guayaquil May 8 for Falmouth  
 Forsete, left Cape Haytien May 22 for Falmouth  
 Falls of Earn, left Calcutta April 16 for Falmouth  
 Faviorit, left Bassein May 16 for Falmouth  
 Fanny Minibelli, left B'nos Aires June 23 for Falmouth  
 Famiglias, clrd at Pensacola July 20 for Falmouth  
 Fearnought, left St. John, NB, June 30 for Falmouth  
 Fanny, left St. John's, NB, July 10 for Falmouth  
 Furnessia's, left New York August 4 for Falmouth  
 Freia, left Buenos Ayres, May 15 for Falmouth  
 Fritjof, left Rio Hache for Falmouth  
 spoken July 2, off Castle Island

## G

Godiva, left Calcutta June 23 for Liverpool  
 Gudrun, left Manila May 14 for Liverpool  
 Grecian, left San Francisco April 10 for Liverpool  
 Gulf of Mexico s, left Coronel July 23 for Liverpool  
 Greenock, clrd at Pensacola July 19 for Liverpool  
 Gallia s, left New York August 1 for Liverpool  
 Gylde, clrd at Parrsboro, NS, July 21 for Liverpool  
 Gulf of Suez s, left Callao July 12 for Liverpool  
 Glenorchy s, left Hong Kong June 22 for London  
 left Singapore July 9 for London  
 Godiva s, left Demerara July 17 for London  
 Glencoe s, left Singapore July 21 for London  
 left Penang July 23 for London  
 Glenfruin s, left Manila July 23 for London  
 Greece s, left New York August 4 for London  
 Goork has left Calcutta July 21 for London  
 left Colombo July 30 for London  
 Glenbervie, left Astoria April 2 for Queenstown  
 Glenearn, left Talcahuano May 7 for Queenstown  
 left Valparaiso June 7 for Queenstown  
 Gartmore, left Columbia River April 21 for Queenstown

Garston, left San Francisco June 28 for Queenstown  
 Giers, left Iquique April 10 for Falmouth  
 Grimaldo, left Buenos Ayres July 27 for Falmouth  
 Giuseppe, left Cape Haytien June 27 for Falmouth  
 Golden Horn, left Calcutta March 25 for Dundee  
 Gylfe, left Quebec July 3 for Greenock  
 at St John, NF, July 19 for U Kingdom  
 Gatineau, clrd at Quebec July 4 for U Kingdom  
 Glance, left Adelaide May 13 for U Kingdom  
 at Port Broughton May 18 for U Kingdom  
 Gitano, clrd at Talcahuano May 2 for U Kingdom  
 spoken July 4, 31 N, 41 W  
 Glasgow, left Port Augusta May 11 for U Kingdom  
 Gayton, left Pisagua July 2 for U Kingdom  
 Glenconce, left Talcahuano April 27 for U Kingdom  
 Guy Colin s, left Perth Amboy July 19 for U Kingdom  
 Gungarry, clrd at Talcahuano June 19 for U Kingdom  
 Giuseppina Bertollo, left Akyab March 31 for Channel  
 Gezusters v Haaften, left Sourabaya May 17 for Channel  
 passed Anjer May 31 for Channel  
 Gio Batta Repetto, left Bassein April 23 for Channel  
 Gulf Stream, clrd at Rangoon May 23 for Channel  
 Gift, left Frey Bontos June 5 for Channel  
 Glanpadarn, left Moulmein May 21 for Channel  
 Gavanwood, left Rio Grande June 10 for Channel  
 General Nott, left Pisagua May 13 for Channel  
 spoken July 18, 14 N, 31 W  
 Germania, left Pisagua May 22 for Channel  
 Glen Tanar s, left Coosaw July 19 for Channel  
 Greta, left Adelaide June 15 for Channel  
 Golden Horn, left Monte Video July 2 for Channel  
 Gamen, left Adelaide June 23 for Newcastle  
 Giuseppe Costaghiola, clrd New York July 23 for Plymouth  
 G M Cairns, left Quebec July 3 for Sunderland

## H

Hectanooga, left Manila April 13 for Liverpool  
 passed Anjer May 19 for Liverpool  
 Humboldt s, left New York July 23 for Liverpool  
 Horrox s, left the River Plate for Liverpool  
 left St Vincent, CV, July 29 for London  
 Hoghton Tower, left Calcutta May 16 for London  
 Hellenes s, left Monte Video July 6 for London  
 left Las Palmas August 2 for London  
 Hesperia s, left Calcutta July 8 for London  
 left Suez August 4 for London  
 Hensada s, left Bombay July 13 for London  
 left Aden August 1 for London  
 Hope, left Mauritius May 12 for London  
 off Cape Town June 16 for London  
 Hurza s, left Bombay August 1 for London  
 Hawarden Castle s, left Cape Town August 1 for London  
 via St Helena, Ascension and Madeira for London  
 Herat, left San Francisco March 26 for Queenstown  
 Humboldt, left Iquique July 6 for Falmouth  
 Heros, left Buenos Ayres June 23 for Falmouth  
 Highland Home, left Rangoon March 30 for Channel  
 left St Helena July 12 for Channel  
 Henrik Usen, left Akyab April 2 for Channel  
 left Mauritius June 6 for Channel  
 Hatren left Rio Grande June 30 for Channel  
 Harriet, left Rio Grande June 28 for Channel  
 Highmoor, left Adelaide April 19 for U Kingdom  
 Heio, left Quebec July 2 for U Kingdom  
 Habet, left Halifax July 20 for Menai Bridge  
 Hondoklip, clrd at Port Nolloth June 1 for Swansea  
 left St Helena June 26 for Swansea

## I

Irbys, left San Francisco July 13 for Liverpool  
 Istrian s, left Boston August 1 for Liverpool  
 India s, left Calcutta July 6 for Liverpool  
 left Colombo July 16 for Liverpool  
 Ionia s, left Canterbury July 21 for London  
 Iberia s, left Adelaide July 23 for London  
 Insel, left Buenos Ayres May 29 for Falmouth  
 Ingolf, left Bahia June 1 for Falmouth  
 Ivanhoe, left Frey Bontos May 29 for Channel  
 India, left Rangoon April 13 for Channel  
 Iona, left Quebec July 13 for Newport  
 Ianthe, left Port Nolloth June 16 for Swansea  
 Ida, left Thorshavn (Faroe) June 16 for Liverpool  
 left Malta August 6 for Channel  
 Ino left Port Germein April 22 for Channel  
 put into Monte Video prev to May 5 for Channel  
 Italia s, left New York July 23 for Avonmouth

## J

Joseph Haydn, left Singapore May 21 for Liverpool  
 passed Anjer June 9 for Liverpool  
 Joseph Arbid s, left Cocanada June 3 for Liverpool  
 passed Gibraltar August 4 for Liverpool  
 Jupiter, left Iquique May 15 for Channel  
 Juletrae, left Lytleton April 25 for London  
 Jane Sprott, left Adelaide May 2 for London  
 At Lima prior to July damaged  
 John o' Gaunt, left San Francisco April 12 for Q'town  
 J H Ramien, left Punta Arenas June 26 for Falmouth  
 Johan, left Gualeguay May 20 for Channel  
 J C Warrns, left Adelaide May 8 for U Kingdom  
 left Port Germein May 28 for U Kingdom  
 Jessie Renwick, left Moulmein July 11 for U Kingdom  
 Jamaica, left Noumea June 30 for Bowling  
 Jens Nielsen, clrd at Halifax July 19 for Barrow  
 John Bunyan, left Table Bay June 21 for Cardiff  
 Jane Fairlie, left Mauritius June 26 for Crok

## K

Kong Oscar, clrd at Parrsboro, NS, July 21 for Liverpool  
 Karamania s, left Calcutta August 4 for Liverpool  
 Kong Sverre, left Savannah July 23 for London  
 Kenilworth, left Port Pirie May 14 for Channel  
 spoken July 1, 34 S 23 E  
 Kildonan, left Iquique May 30 for Channel  
 King Conric, left Portland, O, for Channel  
 left Astoria July 4 for Channel  
 Kate Burrill, clrd at St. John, N.B, July 21 for L'derry  
 Kirby Hall s, left Bombay July 11 for Liverpool  
 via Marseilles. Passed Perim July 23 for Liverpool  
 Khiva s, left Bombay June 23 for Liverpool  
 Kalliope, clrd at Pensacola July 3 for Liverpool  
 Killeen, left San Francisco July 13 for Liverpool  
 Kong Oscar II, clrd at Parrsboro, NS, July 14 for Liverpool  
 Kentmere, left Calcutta March 27 for London  
 passed Ascension July 3 for Channel  
 Kate Thomas, left Akyab April 14 for Channel  
 Kalliope, left Rangoon April 13 for Channel  
 Kinfauns, left Portland, O, April 30 for U Kingdom  
 Kincune, left Port Pirie May 16 for U Kingdom  
 Kilbrannan, left Calcutta June 24 for Sharpness

<b>L</b>		
Lake Winnipeg, left Quebec July 31	for Liverpool	
Lord Templeton, left Calcutta March 26	for London	
passed St. Helena June 20		
Loch Carron, left Calcutta April 14	for London	
Loch Shiel, left Melbourne May 16	for London	
Lodestar, left Calcutta, April 29	for London	
Lord Canning, left Calcutta May 10	for London	
Lady Ruthven, left Tellicherry May 17	for London	
Lochee, left Calcutta July 13	for London	
Larnica, left New York July 16	for London	
Ludgate Hill, left New York July 23	for London	
Lord Cairns, left San Francisco June 7	for Queenstown	
Limache, left Iquique April 14	for Queenstown	
Luigi Padre, left Buenos Ayres May 20	for Falmouth	
Loreto, left Buenos Ayres July 23	for Falmouth	
Lowther Castle, left Calcutta April 15	for Dundee	
La Querida, clrd at Talcahuano May 25	for U Kingdom	
Lochinvar, left Port Pirie May 23	for U Kingdom	
Lindores Abbey, left Astoria April 30	for U Kingdom	
Lake Superior, left Port Pirie June 7	for U Kingdom	
Loch Awe, left Adelaide June 22	for U Kingdom	
Lanarkshire, left Lyttelton, NZ, June 13	for Channel	
Libussa, left Bassein March 12	for Channel	
Lilla, left Cebu May 21	for Channel	
Loch Katrine, left Melbourne June 8	for Channel	
Lepanto, clrd at Rangoon May 23	for Channel	
Linda, left Bangkok July 11	for Channel	
Lady Cairns, left Portland, O, April	for Cork	
spoken May 8, 27, N, 129 W		
Livingstone, clrd at Pensacola June 18	for Troon	
Loch Broom, left Saigon June 7	for Liverpool	
Loch Doon, left Pisagua April 24	for Liverpool	
Largo Bay, left Lyttelton July 21	for Channel	
Lobo, left Talia May 5	for Channel	
Lord of the Isles, left Iquique May 13	for Channel	
Lurlei, clrd at Talcahuano April 13	for Channel	
spoken June 20, 23 S, 23 W		
<b>M</b>		
Mangalona, left Adelaide May 22	for Liverpool	
Mendez Nunez, s, left Porto Rico July 19	for Liverpool	
Magnificent, left Quebec July 17	for Liverpool	
Marti Codolar, left Timaru May 5	for London	
Mabel Taylor, left Hong Kong April 8	for London	
Merionethshire, s, left Shanghai July 22	for London	
Mooltan, s, left Calcutta July 26	for London	
Milanese, s, left Boston July 20	for London	
Murrumbidgee, s, left Adelaide July 29	for London	
Minero, left Fremantle July 24	for London	
Minnie Brown, left Iquique April 27	for Falmouth	
Maria D, left Zerate May 26	for Falmouth	
Medusa, left Buenos Ayres June 11	for Falmouth	
Minerva, left Paramaribo June 14	for Falmouth	
Mary, left Jamaica June 16	for Falmouth	
Mary Graham, clrd at Apalachicola		
June 23		
Milverton, left Port Townsend April 5	for Greenock	
Morna, left San Francisco April 14	for Channel	
Mona, left Rangoon April 13	for Channel	
Montgomeryshire, clrd at Rangoon May 1	for Channel	
M B Kohrsch, left Rangoon May 11	for Channel	
Maria, left Tuva June 9	for Channel	
Mary Elizabeth, left Port Victor June 3	for Channel	
Malabar, s, left Bangkok June 13	for U Kingdom	
passed Gibraltar August 4		
Mirella, clrd at Port Pirie May 7	for U Kingdom	
Mersey, left Port Augusta March 31	for U Kingdom	
Mountain Laurel, left Adelaide June 13	for U Kingdom	
Mary Low, left Astoria June 13	for U Kingdom	
Mobile Bay, left Portland, O, April 11	for U Kingdom	
Matthew Bedlington, s, left Newport	for Belfast	
News July 18		
Mitlades, left San Francisco April 12	for Cork	
Maria Lauretta, clrd at Chatham, NB, July 12	for Cardiff	
Monte Rosa, s, left Calcutta June 26	for Cardiff	
left Gibraltar August 7		
Mistletoe, left St. John, N B, July 14	for Dublin	
Misterton, left Calcutta June 13	for Hull	
Mistley Hall, left Calcutta May 22	for Hull	
Maud Scammell, clrd at St John, NB, July 9	for Newport	
Marquis of Worcester, clrd at Port Nolloth June 1	for Swansea	
passed Ascension June 27		
Marana, left Calcutta July 2	for Liverpool	
left Aden August 2		
Marion Ross, left Lisbon July 23	for Liverpool	
Mary, left Rio Grande May 16	for Liverpool	
Methley Hall, s, left Bombay July 13	for Liverpool	
left Port Said July 30		
Morse, clrd at New Orleans prior to July 18	for Liverpool	
Mozart, s, left the River Plate	for Liverpool	
Magellan, s, left Rio Janeiro August 2	for Liverpool	
Marcia, s, left Manila July 20	for Liverpool	
left Singapore August 4		
Malek, s, left Bussorah	for London	
left Gibraltar August 2		
Marie Paredi, clrd at Darien July 10	for London	
Murciano, s, left Montreal August 1	for London	
Minnie Brown, left Iquique April 27	for Falmouth	
Malden City, left Portland, O	for Channel	
spoken July 13, 39 N, 127 W		
Mandalay clrd at Talcahuano June 13	for U Kingdom	
Monkseaton, s, left Calcutta June 23	for Hull	
left Gibraltar August 3		
<b>N</b>		
Nixe, clrd at Singapore April 18	for Liverpool	
passed Anjer May 17		
Norden, left Mauritius June 23	for Liverpool	
Nevada, s, left New York July 31	for Liverpool	
Nepaul, s, left Colombo July 14	for London	
via Marseilles left Aden July 23		
Nonpareil, s, left Barbadoes July 23	for London	
Nuovo Stella, clrd at Rangoon March 27	for Channel	
Norma, left Talcahuano May 17	for U Kingdom	
Northern Monarch, left Port Augusta May 2	for U Kingdom	
Nor, left Halifax July 20	for Dublin	
Neptune, clrd at Campbellton, NB, July 11	for Liverpool	
Nicolette, left Quebec July 14	for London	
Nithsdale, s, left Las Palmas July 20	for London	
<b>O</b>		
Orealia, left Calcutta May 22	for Liverpool	
Orian, s, left Manila June 4	for Liverpool	
left Gallo July 25		
Ocean Belle, left Barbadoes July 12	for Liverpool	
Olga, left Shediak July 5	for Liverpool	
Orion, clrd at Fredrikstad July 11	for Liverpool	
Oceanic, left Tahiti April 17	for Liverpool	
Orient, left Cochich Feb 25	for London	
at Mauritius June 10		
Oopack, s, left Shanghai June 15	for London	
left Singapore July 2		
Oenone, left Calcutta May 11	for London	
Orissa, left San Francisco Feb 25	for Queenstown	
Oakhurst, clrd at Talcahuano May 12	for U Kingdom	
Oscar II., clrd at St. John, NB, July 7	for Barrow	
Ormuz, s, left Adelaide August 6	for Liverpool	
Oamaru, left Auckland	for London	
at Wellington, NZ, June 16		
Oregon, left Talcahuano July 14	for Queenstown	
Oaklands, left South Australia July 3	for Channel	
Ontario, s, left Quebec August 7	for Bristol	
Oscar, left Quebec July 12	for Belfast	
Osanna, clrd at New York July 21	for Exmouth	
<b>P</b>		
Peho, left Mauritius June 18	for Liverpool	
Pembrokeshire, s, left Shanghai June	for Liverpool	
left Perim July 21		
Petitcodiac, clrd at Hillsboro July 14	for Liverpool	
Port Augustus, s, left Newcastle, NSW	for London	
June 12		
left Suez August 7		
Port Darwin, s, left Singapore June 19	for London	
passed Gibraltar August 4		
Port Denison, s, left Singapore July 9	for London	
via Marseilles left Gallo July 20		
Pekin, s, left Colombo July 26	for London	
via Marseilles left Aden August 6		
Paramatta, s, left Colombo July 25	for London	
Pandora, left Buenos Ayres May 29	for Falmouth	
Percy, left Rio Grande May 30	for Falmouth	
Pioneer, left Pisagua June 5	for U Kingdom	
Pisco, left Sourabaya May 7	for U Kingdom	
Port Glasgow, left Iquique June 2	for U Kingdom	
Pert, left Port Germain May 1	for U Kingdom	
Principality, clrd at Rangoon April 19	for Channel	
Papa, left Apia April 4	for Channel	
Penthesilea, clrd at Rangoon May 30	for Channel	
Peppina, left Frey Bentos June 9	for Channel	
Pacific, left Chicoutimi about July 9	for Cork	
Petrel, left Halifax June 23	for Llanely	
Powhattan, left Port Nolleth	for Swansea	
passed St. Helena June 25		
Pacificque, s, left Lola June 26	for Liverpool	
left St. Vincent July 23		
Payta, left Salaverry March 23	for Liverpool	
Persia, s, left Bombay August 2	for Liverpool	
Palamed, s, left Shanghai	for London	
left Suez August 4		
Pallas, s, left Calcutta	for London	
left Suez August 5		
Port Fairy, s, left Sydney	for London	
left Colombo July 20		
Ponema, left Bull River, July 19	for U Kingdom	
P G Blanchard, clrd at New York July 23	for Stettin	
<b>R</b>		
Regent, left Singapore May	for Liverpool	
passed Anjer June 4		
Rosse, s, left River Plate July 12	for Liverpool	
via Bahia		
Roman, s, left Boston July 31	for Liverpool	
Rialto, left Hong Kong March 22	for London	
passed Anjer April 23		
Rio, left Mauritius June 12	for London	
R Morrow, left Madras June 10	for London	
River Thames, left Port Pirie March 20	for Q'town	
passed St. Helena July 6		
Reiziger, left Monte Video May 26	for Falmouth	
Rokeby Hall, left Iquique June 8	for Falmouth	
Risotto C, clrd at Pensacola July 3	for Greenock	
Rosenius, left Port Pirie March 8	for U Kingdom	
at Cape Town July 18		
Rosshire, s, left Java June 17	for U Kingdom	
left Malta August 4		
Rembrandt, s, left Singapore June 23	for U Kingdom	
passed Gibraltar August 1		
Rapide, left Brunswick, Ga, June 18	for U Kingdom	
Renfrew, s, left Calcutta July 3	for U Kingdom	
left Suez about July 30		
Religione e Libertà, left Moulmein April 7	for Channel	
Rewa, left Port Victor March 18	for Channel	
at Cape Town June 25		
Russia, clrd at Rangoon June 11	for Channel	
Rimac, left Iquique July 26	for Channel	
Roscrana, s, left Astoria July 26	for Channel	
Royal Alice, left Port Townsend May 20	for Cork	
Ringborne, clrd at New York July 2	for Hull	
Recco, clrd at Pensacola July 20	for Sharpness	
Reina Mercedes, s, left Manila	for Liverpool	
left Barcelona July 30		
Robina, s, left Baltimore July 21	for London	
Rome, s, left King George's Sound Aug 3	for London	
Runer, left Cienfuegos July 10	for London	
Razeto, left Buenos Ayres July 6	for Falmouth	
Ripon City, s, left Baltimore July 23	for Glasgow	
Rahane, left San Francisco July 30	for U Kingdom	
R Harrowing, s, left Bombay	for Hull	
left Port Said July 30		
<b>S</b>		
Sindia, left Calcutta June 22	for Liverpool	
Scottish Dales, left Rangoon May 29	for Liverpool	
Serena, left Pisagua April 18	for Liverpool	
Stronsa, left Calcutta June 22	for Liverpool	
Stockbridge, left Columbia River May 1	for Liverpool	
St. Albans, s, left Saigon June 23	for Liverpool	
left Port Said July 31		
Sierra Madrona, left Rangoon April 18	for Liverpool	
left St. Helena July 8		
Siddons, s, left Pernambuco July 22	for Liverpool	
left St. Vincent July 30		
San Ignacio de Loyola, s, left Manila		
July 23		
St. Oswald, s, left Singapore July 23	for Liverpool	
Samaria, s, left Boston July 28	for Liverpool	
Spain, s, left New York August 1	for Liverpool	
Sarnia, s, left Quebec August 7	for Liverpool	
Sirius, left Callao April 17	for Liverpool	
Stamboul, clrd at Quebec July 16	for Liverpool	
Scottish Glens, left Chittagong March 9	for London	
left St. Helena July 3		
South Australian, left Colombo April 9	for London	
left Cochich May 6		
Star of Germany, left Calcutta June 9	for London	
Star of Denmark, left Calcutta May 23	for London	
Senta, left Hong Kong	for London	
passed Anjer May 22		
Salamanca, left Lyttelton June 3	for London	
Star of Persia, left Calcutta June 30	for London	
Soli Deo Gloria, left Savannah July 19	for London	
Sutlej, s, left Bombay	for London	
left Suez August 5		
St. Mildred, left Melbourne June 22	for Queenstown	
Santiago, left San Francisco June 29	for Queenstown	
Samuel Moss, clrd at Rio Grande June 8	for Falmouth	
Silvio, left Pasaroeng May 25	for Falmouth	
Seine, left Antofagasta July 1	for Channel	
Spica, left Bassein March 13	for Channel	
Sarah & Emma, clrd at Rangoon June 4	for Channel	
Sierra Parima, left Rangoon March 15	for Channel	
passed Ascension July 5		
Santon, left Pisagua April 18	for Channel	
Soudan, s, left San Francisco July	for Channel	
Scottish Isles, left Akyab April 21	for Channel	
Santa Rosa, left Pisagua about April 23	for Channel	
Salvatore Accame, left Moulmein May 13	for Channel	
Sydenham, left Pisagua June 3	for Channel	
Saerimner, left Bassein	for Channel	
at Port Natal June 11		
Seladon, left Akyab May 15	for Channel	
Shelley, s, left Bombay July 22	for Channel	
left Aden August 5		
Solveig, left Gualeguaychu June 22	for Channel	
Scottish Chief, left Port Wakefield	for Channel	
May 7		
Sarah Bell, clrd at Talcahuano May 3	for U Kingdom	
Strathblane, left Rangoon June 30	for U Kingdom	
Sea Toller, left Talia June	for U Kingdom	
Star of Austria, left San Francisco		
July 23		
Sheila, left Calcutta July 30	for U Kingdom	
via Demerara		
Sidonian, s, left New York July 28	for Avonmouth	
Skien, left Halifax July 20	for Bristol	
Sheffield, clrd at Parrsboro, NS July 17	for Bristol	
Samo, left Astoria April 22	for Cork	
St Mildred, left Port Philip June 22	for Cork	
Stella, clrd at Halifax July 19	for Fleetwood	
Scutola, clrd at New York July 21	for Ipswich	
Salama, clrd at Pensacola June 8	for Tralee	
Saraca, left San Francisco June 19	for Sligo	
Sigrid, clrd at Pensacola July 3	for W Hartlepool	
Satisfaction, left Quebec July 21	for Sunderland	
<b>T</b>		
Tenasserim, left Calcutta April 12	for Liverpool	
Theodore Ducos, left Tahiti July 15	for Liverpool	
Temple Bar, clrd at Pensacola July 20	for Liverpool	
Theodor Ruger, left Hong Kong March 16	for London	
passed St. Helena July 7		
Tongarino, s, left Lyttelton June 29	for London	
left Tenerife August 1		
Theodor Fischer, left Philadelphia July 24	for London	
Thiorva, left Singapore June 4	for London	
passed Anjer June 21		
Titan, s, left Shanghai	for London	
left Suez July 30		
Tarapaca, left Iquique May 2	for Channel	
spoken July 6, 2 N, 27 W		
Turkistan, left Bangkok August 3	for Channel	
Terzo, left Quebec July 21	for Greenock	
Thurland Castle, left Astoria May 13	for U Kingdom	
Teresa Accame, left Rangoon March 20	for Cork	
Toledo, s, left Monte Video July 18	for Liverpool	
left St. Vincent August 5		
Tyron, left Natal	for Liverpool	
left Mauritius June 20		
<b>U</b>		
Uppingham, s, left Singapore, June 30	for Liverpool	
left Suez August 1		
Umzinto, s, left Natal July 8	for London	
left Tenerife July 30		
Ulrica, left Calcutta July 13	for London	
Ursula, left Bassein May 3	for Channel	
Unione, left Buenos Ayres June 12	for Cardiff	
<b>V</b>		
Vanloo, left Quebec July 17	for Liverpool	
Victoria, s, left Melbourne July 13	for London	
left Aden August 6		
Vingolf, left Port Natal June 9	for London	
Ventura, left San Francisco May 24	for Queenstown	
Valborg, left Bahia June 19	for Falmouth	
Venezian, clrd at Rangoon May 15	for Greenock	
Victoria Bay, left Port Augusta May 3	for U Kingdom	
Valuta, left Akyab March 24	for Channel	
spoken July 4, 11 S, 11 W		
Volanta di Dio, clrd at Rangoon June 29	for Channel	
Vallejo, clrd at Talcahuano May 3	for U Kingdom	
Vivid, left Barbadoes July 8	for Bristol	
<b>W</b>		
Wooltan, left San Francisco July 17	for Liverpool	
W. H. Corsar, clrd at Pensacola July 19	for Liverpool	
Woodlark, left Lyttelton May 14	for London	
Wanlock, left Tuticorin July 7	for Falmouth	
Wasa, left Monte Video June 13	for England	
Wm. Leavitt, clrd at Quebec, July 6	for Greenock	
Wega, left Bangkok March 4	for Channel	
at Port Elizabeth June 16		
West Lothian, left Singapore June 17	for Penarth	
at Bangkok July 7		
<b>Y</b>		
Yeoman, s, left Adelaide June 25	for London	
left Suez August 6		
<b>Z</b>		
Zoe, left Callao May 8	for Liverpool	
via Payta		
Zemindar, left Calcutta July 23	for Liverpool	
Zenobia, left Rio Grande May 9	for Liverpool	
Zippora, left Akyab May 1	for Channel	
Zebina Goudey, clrd at Mobile June 25	for Southampton	

AN action is being brought at Dundee by the captain and crew of the schooner *Queen of the Dart*, against James Franklin Davidson, registered owner of the vessel, for payment of £50 1s. 7d. wages, and for breach of contract. The *Queen of the Dart* was fitted up to proceed on a mission to Christianise the Esquimaux, and Mr. Davidson was the missionary elect. He engaged the crew, but the subscriptions not coming up to his expectations, the missionary enterprise was abandoned, and a whale fishing expedition decided upon, but this also was given up.

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